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Practitioner's Docket No. SEA 9168

PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Box Patent Application  
Commissioner of Patents and Trademarks  
Washington, DC 20231

NEW APPLICATION TRANSMITTAL

Transmitted herewith for filing is the Patent Application of:

Inventor(s): JASON WAYNE RIDDERING, MARKUS ERWIN MANGOLD and  
ZINE-EDDINE BOUTAGHOU

**WARNING:** Patent must be applied for in the name(s) of all of the actual inventor(s). 37  
CFR 1.41(a) and 1.53(b)

For (title): "Dynamic Flying Attitude Control Using Augmented Gimbal"

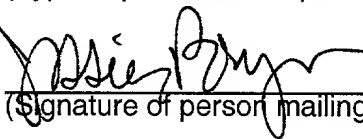
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**CERTIFICATION UNDER 37 C.F.R. 1.10\***  
(Express Mail label number is mandatory.)  
(Express Mail certification is optional.)

I hereby certify that this New Application Transmittal and the documents referred to as attached therein are being deposited with United States Postal Service on this date June 9, 2000 in an envelope as "Express Mail Post Office to Addressee" mailing Label Number EL642579848US, addressed to the: Assistant Commissioner for Patents, Washington, D.C. 20231.

Jessica Bryan

(Type or print name of person mailing paper)



(Signature of person mailing paper)

**WARNING:** Certificate of mailing (first class) or facsimile transmission procedures of 37 C.F.R. 1.8 cannot be used to obtain a date of mailing or transmission for this correspondence.

**WARNING:** Each paper or fee referred to as enclosed herein has the number of the "Express Mail" mailing label placed thereon prior to mailing. 37 CFR 1.10(b).

## 1. Type of Application

This new application is for a(n)

(check one applicable item below):

- ☒ Original (nonprovisional)  
☐ Design  
☐ Plant

**WARNING:** *Do not use this transmittal for a completion in the U.S. of an International Application under 35 U.S.C. 371(c)(4), unless the International Application is being filed as a divisional, continuation or continuation-in-part application.*

**WARNING NOTE:** *Do not use this transmittal for the filing of provisional application.*

*If one of the following 3 items apply, then complete and attach ADDED PAGES FOR NEW APPLICATION TRANSMITTAL WHERE BENEFIT OF A PRIOR U.S. APPLICATION CLAIMED and a NOTIFICATION IN PARENT APPLICATION OF THE FILING OF THIS CONTINUATION APPLICATION.*

- ☐ Divisional  
☐ Continuation  
☐ Continuation-in-part (CIP)

## 2. Benefit of Prior U.S. Application(s) (35 USC 119(e), 120, or 121)

**NOTE:** *If the new application being transmitted is a divisional, continuation or a continuation-in-part of a parent case, or where the parent case is an International Application which designated the U.S., or benefit of a prior provisional application is claimed, then check the following item and complete and attach ADDED PAGES FOR NEW APPLICATION TRANSMITTAL WHERE BENEFIT OF PRIOR U.S. APPLICATION(S) CLAIMED.*

**WARNING:** *If an application claims the benefit of the filing date of an earlier filed application under 35 U.S.C. 120, 121 or 365(c), the 20-year term of that application will be based upon the filing date of the earliest U.S. application that the application makes reference to under 35 U.S.C. 120, 121 or 365(c). (35 U.S.C. 154(a)(2) does not take into account, for the determination of the patent term, any application on which priority is claimed under 35 U.S.C. 119, 365(a) or 365(b).) for a c-i-p application, applicant should review whether any claim in the patent that will issue is supported by an earlier application and, if not, the applicant should consider canceling the reference to the earlier filed application. The term of a patent is not based on a claim-by-claim approach. See Notice of April 14, 1995, 60 Fed. Reg. 20,195, at 20,205.*

**WARNING:** *When the last day of pendency of a provisional application falls on a Saturday, Sunday, or Federal holiday within the District of Columbia, any nonprovisional application claiming benefit of the provisional application **must** be filed prior to the Saturday, Sunday, or Federal holiday within the District of Columbia. See 37 C.F.R. § 1.78(a)(3).*

- ☒ The new application being transmitted claims the benefit of prior U.S. application(s). Enclosed are ADDED PAGES FOR NEW APPLICATION TRANSMITTAL WHERE BENEFIT OF PRIOR U.S. APPLICATION(S) CLAIMED.

## 3. Papers Enclosed Which Are Required For Filing Date Under 37 CFR 1.53(b) (Regular) or 37 CFR 1.153 (Design) Application

25	Pages of specification
11	Pages of claims
1	Pages of Abstract
11	Sheets of drawings

- ☒ formal  
☐ informal

- WARNING:** **DO NOT** submit original drawings. A high quality copy of the drawings should be supplied when filing a patent application. The drawings that are submitted to the Office must be on strong, white, smooth, and non-shiny paper and meet the standards according to § 1.84. If corrections to the drawings are necessary, they should be made to the original drawing and a high-quality copy of the corrected original drawing then submitted to the Office. Only one copy is required or desired. Comments on proposed new 37 CFR 1.84. Notice of March 9, 1988 (1990 O.G. 57-62).
- NOTE:** "Identifying indicia if provided, should include the application number or the title of the invention, inventor's name, docket number (if any), and the name and telephone number of a person to call if the Office is unable to match the drawings to the proper application. This information should be placed on the back of each sheet of drawing a minimum distance of 1.5 cm. (5/8 inch) down from the top of the page." 37 C.F.R. 1.84(c)).

(complete the following, if applicable)

- ☐ The enclosed drawing(s) are photograph(s), and there is also attached a "PETITION TO ACCEPT PHOTOGRAPH(S) AS DRAWING(S)." 37 C.F.R. 1.84(b).

**4. Additional papers enclosed**

- ☐ Preliminary Amendment  
☐ Information Disclosure Statement (37 C.F.R. 1.98)  
☐ Form PTO-1449 (PTO/SB/08A and 08B)  
☐ Citations  
☐ Declaration of Biological Deposit  
☐ Submission of "Sequence Listing," computer readable copy and/or amendment pertaining thereto for biotechnology invention containing nucleotide and/or amino acid sequence.  
☐ Authorization of Attorney(s) to Accept and Follow Instructions from Representative  
☐ Special Comments  
☐ Other

**5. Declaration or oath**

- ☒ Enclosed  
executed by  
(check **all** applicable boxes)
- ☒ inventor(s).  
☐ legal representative of inventor(s). 37 CFR 1.42 or 1.43.  
☐ joint inventor or person showing a proprietary interest on behalf of inventor who refused to sign or cannot be reached.  
☐ This is the petition required by 37 CFR 1.47 and the statement required by 37 CFR 1.47 is also attached. See item 13 below for fee.
- ☐ Not Enclosed.

**WARNING:** *Where the filing is a completion in the U.S. of an International Application, but where a declaration is not available, or where the completion of the U.S. application contains subject matter in addition to the International Application, the application may be treated as a continuation or continuation-in-part, as the case may be, utilizing ADDED PAGE FOR NEW APPLICATION TRANSMITTAL WHERE BENEFIT OF PRIOR U.S. APPLICATION CLAIMED.*

- ☐ Application is made by a person authorized under 37 CFR 1.41(c) on behalf of *all* the above named inventor(s).

(The declaration or oath, along with the surcharge required by 37 CFR 1.16(e) can be filed subsequently.)

**NOTE:** It is important that all the correct inventor(s) are named for filing under 37 CFR 1.41(c) and 1.53(b).

- ☐ Showing that the filing is authorized.  
(Not required unless called into question. 37 CFR 1.41(d).

## 6. Inventorship Statement

**WARNING:** If the named inventors are each not the inventors of all the claims an explanation, including the ownership of the various claims at the time of the last claimed invention was made, should be submitted.

The inventorship for all the claims in this application are:

- ☒ The same  
or  
☐ Not the same. An explanation, including the ownership of the various claims at the time the last claimed invention was made,  
☐ is submitted.  
☐ will be submitted.

## 7. Language

**NOTE:** An application including a signed oath or declaration may be filed in a language other than English. A verified English translation of the non-English language application and the processing fee of \$130.00 required by 37 CFR 1.17(k) is required to be filed with the application, or within such time as may be set by the Office. 37 CFR 1.52(d).

**NOTE:** A non-English oath or declaration in the form provided or approved by the PTO need not be translated. 37 CFR 1.69(b).

- ☒ English  
☐ Non-English  
☐ The attached translation is a verified translation. 37 CFR 1.52(d).

## 8. Assignment

- ☒ An assignment of the invention to Seagate Technology, Inc.  
☒ is attached. A separate ☒ "COVER SHEET FOR ASSIGNMENT (DOCUMENT) ACCOMPANYING NEW PATENT APPLICATION" OR ☐ FORM PTO 1595 is also attached.  
☐ will follow.

**NOTE:** "If an assignment is submitted with a new application, send two separate letters-one for the application and one for the assignment." Notice of May 4, 1990 (1114 D.G. 77-78).

9. **Certified Copy**

Certified copy(ies) of application(s)

(Country)	(Appln. No.)	(Filed)
(Country)	(Appln. No.)	(Filed)
(Country)	(Appln. No.)	(Filed)

from which priority is claimed.

- ☐ is(are) attached.  
☐ will follow.

**NOTE:** The foreign application forming the basis for the claim for priority must be referred to in the oath or declaration. 37 CFR 1.55(a) and 1.63.

**NOTE:** This item is for any foreign priority for which the application being filed directly relates. If any parent U.S. Application or International Application from which this application claims benefit under 35 U.S.C. 120 is itself entitled to priority from a prior foreign application then complete item 18 on the ADDED PAGES FOR NEW APPLICATION TRANSMITTAL WHERE BENEFIT OF PRIOR U.S. APPLICATION(S) CLAIMED.

10. **Fee Calculation (37 CFR 1.16)**

A. ☒ **Regular application**

CLAIMS AS FILED			
NUMBER FILED	NUMBER EXTRA	RATE	BASIC FEE 37 C.F.R. 1.16(a) \$690.00
TOTAL CLAIMS (37 CFR 1.16(c))	33 - 20 = 13	X \$18.00	\$234.00
INDEPENDENT CLAIMS (37 CFR 1.16(b))	15 - 3 = 12	X \$78.00	\$936.00
MULTIPLE DEPENDENT CLAIM(S) if any, (37 CFR 1.16(d))		+ \$260.00	\$-00-

- ☐ Amendment canceling extra claims enclosed.  
☐ Amendment deleting multiple-dependencies enclosed.  
☐ Fee for extra claims is not being paid at this time.

**NOTE:** If the fees for extra claims are not paid on filing they must be paid or the claims cancelled by amendment, prior to the expiration of the time period set for response by the Patent and Trademark Office in any notice of fee deficiency. 37 CFR 1.16(d).

Filing Fee Calculation

\$1,170.00

B. ☐ **Design application**  
(\$330.00 - 37 CFR 1.16(f))  
Filing Fee Calculation \$ \_\_\_\_\_

C. ☐ **Plant application**  
(\$540.00 - 37 CFR 1.16(g))  
Filing Fee Calculation \$ \_\_\_\_\_

11. **Small Entity Statement(s)**

☐ Verified Statement(s) that this is a filing by a small entity under 37 CFR 1.9 and 1.27 is(are) attached.

**WARNING:**

*"Status as a small entity in one application or patent does not affect any other applications or patent, including applications or patents which are directly or indirectly dependent upon the application or patent in which the status has been established. A nonprovisional application claiming benefit under 35 U.S.C. 119(e), 120, 121 or 365(c) of a prior application may rely on a verified statement filed in the prior application if the nonprovisional application includes a reference to a verified statement in the prior application or includes a copy of the verified statement filed in the prior application if status as a small entity is still proper and desired." 37 C.F.R. §1.28(a).*

(complete the following, if applicable)

☐ Status as a small entity was claimed in prior application

\_\_\_\_\_/\_\_\_\_\_, filed on \_\_\_\_\_, from which  
benefit is being claimed for this application under:

35 U.S.C. ☐ 119(e),  
☐ 120,  
☐ 121,  
☐ 365(c),

and which status as a small entity is still proper and desired.

☐ A copy of the verified statement in the prior application is included.

Filing Fee Calculation (50% of **A**, **B** or **C** above)

\$ \_\_\_\_\_

**NOTE:**

*Any excess of the full fee paid will be refunded if a verified statement and a refund require are filed within 2 months of the date of timely payment of a full fee. The two-month period is not extendable under § 1.136. 37 CFR 1.28(a).*

12. **Request for International-Type Search (37 CFR 1.104(d))**

(complete, if applicable)

☐ Please prepare an international-type search report for this application at the time when national examination on the merits takes place.

13. Fee Payment Being Made At This Time

- ☐ Not Enclosed
- ☐ No filing fee is to be paid at this time.  
(This and the surcharge required by 37 CFR 1.16(e) can be paid subsequently.)
- ☒ Enclosed
- ☒ Filing fee \$ 1,170.00
- ☒ Recording assignment \$ 40.00  
(\$40.00; 37 C.F.R. 1.21(h))  
(See attached "COVER SHEET FOR  
ASSIGNMENT ACCOMPANYING NEW  
APPLICATION".)
- ☐ Petition fee for filing by other than all the  
inventors or person on behalf of the inventor  
where inventor refused to sign or cannot be reached.  
(\$130.00; 37 C.F.R. 1.47 and 1.17(h)) \$ \_\_\_\_\_
- ☐ For processing an application with a specification  
in a non-English language.  
(\$130.00; 37 C.F.R. 1.53(d) and 1.17(k)) \$ \_\_\_\_\_
- ☐ Processing and retention fee  
(\$130.00; 37 C.F.R. 1.53(d) and 1.21(l)) \$ \_\_\_\_\_
- ☐ Fee for international-type search report  
(\$40.00; 37 C.F.R. 1.21(e)). \$ \_\_\_\_\_

**NOTE:** 37 CFR 1.21(l) establishes a fee for processing and retaining any application which is abandoned for failing to complete the application pursuant to 37 CFR 1.53(d) and this, as well as the changes to 37 CFR 1.53 and 1.78, indicate that in order to obtain the benefit of a prior U.S. application, either the basic filing fee must be paid or the processing and retention fee of § 1.21(l) must be paid, within 1 year from notification under § 53(d).

Total fees enclosed \$ 1,210.00

14. Method of Payment of Fees

- ☐ Check in the amount of \$ \_\_\_\_\_
- ☒ Charge Account No. 19-1036 in the amount of \$ 1,210.00  
A duplicate of this transmittal is attached.

**NOTE:** Fees should be itemized in such a manner that it is clear for which purpose the fees are paid. 37 CFR 1.22(b).

## 15. Authorization to Charge Additional Fees

**WARNING:** If no fees are to be paid on filing the following items should not be completed.

**WARNING:** Accurately count claims, especially multiple dependent claims, to avoid unexpected high charges, if extra claim charges are authorized.

☒ The Commissioner is hereby authorized to charge the following additional fees by this paper and during the entire pendency of this application to Account No. 19-1036:

☒ 37 CFR 1.16(a), (f) or (g) (filing fees)  
☒ 37 CFR 1.16(b), (c) and (d) (presentation of extra claims)

**NOTE:** Because additional fees for excess or multiple dependent claims not paid on filing or on later presentation must only be paid or these claims cancelled by amendment prior to the expiration of the time period set for response by the PTO in any notice of fee deficiency (37 CFR 1.16(d)), it might be best not to authorize the PTO to charge additional claim fees, expect possibly when dealing with amendments after final action.

☒ 37 CFR 1.16(e) (surcharge for filing the basic filing fee and/or declaration on a date later than the filing date of the application)  
☒ 37 CFR 1.17 (application processing fees)

**WARNING:** While 37 CFR 1.17(a), (b), (c) and (d) deal with extensions of time under 1.136(a) this authorization should be made only with the knowledge that: "Submission of the appropriate extension fee under 37 C.F.R. 1.136(a) is to no avail unless a request or petition for extension is filed." (Emphasis added). Notice of November 5, 1985 (1060 O.G. 27).

☐ 37 CFR 1.18 (issue fee at or before mailing of Notice of Allowance, pursuant to 37 CFR 1.311(b)).

**NOTE:** Where an authorization to charge the issue fee to a deposit account has been filed before the mailing of a Notice of Allowance, the issue fee will be automatically charged to the deposit account at the time of mailing the notice of allowance. 37 CFR 1.311(b).

**NOTE:** 37 CFR 1.28(b) requires "Notification of any change in loss of entitlement to small entity status must be filed in the application . . . prior to paying, or at the time of paying, . . . issue fee." From the wording of 37 CFR 1.28(b), (a) notification of change of status must be made even if the fee is paid as "other than a small entity" and (b) no notification is required if the change is to another small entity.

## 16. Instructions As to Overpayment

☒ credit Account No. 19-1036  
☐ refund

Reg. No. 29,075

  
(SIGNATURE OF ATTORNEY/AGENT)

Tel. No. (831) 439-7297

Edward P. Heller III  
(Type or print name of attorney/agent)

Customer No.

P.O. Box 66360, 920 Disc Drive  
P.O. Address  
Scotts Valley, CA 95067-0360

☒ Incorporation by reference of added pages



(Check the following item if the application in this transmittal claims the benefit of prior U.S. application(s) (including an international application entering the U.S. stage as a continuation, divisional or C-I-P application) and complete and attach the ADDED PAGES FOR NEW APPLICATION TRANSMITTAL WHERE BENEFIT OF PRIOR U.S. APPLICATION(S) CLAIMED

- ☒ Plus Added Pages For New Application Transmittal Where Benefit Of Prior U.S. Application(s) Claimed

Number of pages added \_\_\_\_\_ 1 \_\_\_\_\_

- ☐ Plus Added Pages For Papers Referred To In Item 4 Above

Number of pages added \_\_\_\_\_

- ☒ Plus "Assignment Cover Letter Accompanying New Application"

Number of pages added \_\_\_\_\_ 1 \_\_\_\_\_

- ☐ **Statement Where No Further Pages Added**

(If no further pages form a part of this Transmittal, then end this Transmittal with this page and check the following item)

- ☐ This transmittal ends with this page.

006030" 9E406550

**ADDED PAGES FOR APPLICATION TRANSMITTAL WHERE BENEFIT OF PRIOR U.S. APPLICATION(S) CLAIMED**

NOTE: See 37 CFR 1.78

**17. Relate Back**

**WARNING:** *If an application claims the benefit of the filing date of an earlier filed application under 35 U.S.C. 120, 121 or 365(c), the 20-year term of that application will be based upon the filing date of the earliest U.S. application that the application makes reference to under 35 U.S.C. 120, 121 or 365(c). (35 U.S.C. 154(a)(2) does not take into account, for the determination of the patent term, any application on which priority is claimed under 35 U.S.C. 119, 365(a) or 365(b).) For a c-i-p application, applicant should review whether any claim in the patent that will issues is supported by an earlier application and, if not, the applicant should consider canceling the reference to the earlier filed application. The term of a patent is not based on a claim-by-claim approach. See Notice of April 14, 1995, 60 Fed. Reg. 20,195, at 20,205.*

(complete the following, if applicable)

☒ Amend the specification by inserting, before the first line, the following sentence:

**A. 35 U.S.C. 119(e)**

NOTE: "Any nonprovisional application claiming the benefit of one or more prior filed copending provisional applications must contain or be amended to contain in the first sentence of the specification following the title a reference to each such prior provisional application, identifying it as a provisional application, and including the provisional application number (consisting of series code and serial number)." 37 C.F.R. § 1.78(a)(4).

☒ "This application claims the benefit of U.S. Provisional Application(s) No(s).:

**APPLICATION NO(S).:**60/138,691**FILING DATE**06/11/99

**DYNAMIC FLYING ATTITUDE CONTROL  
USING AUGMENTED GIMBAL**

**CROSS REFERENCE TO RELATED APPLICATION**

10           This application claims the benefit of United States Provisional Application Serial  
Number 60/138,691, filed June 11, 1999.

**BACKGROUND OF THE INVENTION**

15           This application relates generally to the field of rigid magnetic disc drive data  
storage devices, and more particularly, by not by way of limitation, to a head suspension  
for mounting and supporting a head assembly in a disc drive, and for providing dynamic  
control of the flying attitude of the head assembly.

20           Disc drives of the type known as "Winchester" disc drives or rigid disc drives are  
well known in the industry. Such disc drives magnetically record digital data on a  
plurality of circular, concentric data tracks on the surfaces of one or more rigid discs.  
The discs are typically mounted for rotation on the hub of a brushless DC spindle motor.  
In disc drives of the current generation, the spindle motor rotates the discs at speeds of up  
to 15,000 RPM.

25           Data are recorded to and retrieved from the discs by an array of vertically aligned  
read/write head assemblies, or heads, which are controllably moved from track to track  
by an actuator assembly. The read/write head assemblies typically consist of an  
electromagnetic transducer carried on an air bearing slider. This slider acts in a  
cooperative hydrodynamic relationship with a thin layer of air dragged along by the  
30       spinning discs to fly the head assembly in a closely spaced relationship to the disc  
surface. In order to maintain the proper flying relationship between the head assemblies  
and the discs, the head assemblies are attached to and supported by head suspensions or  
flexures.

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**SEA 9168**  
**Patent Application**  
**June 9, 2000**

film heads fabricated using semi-conductor deposition techniques to the current generation of thin-film heads incorporating inductive write and magneto-resistive (MR) read elements. This technology path was necessitated by the need to continuously reduce the size of the gap in the head used to record and recover data, since such a gap size reduction – and an associated reduction in write current – was needed to reduce the size of the individual bit domain and allow greater recording density.

Since the reduction in gap size and write current also meant that the head had to be closer to the recording medium, the quest for increased data density also led to a parallel evolution in the technology of the recording medium. The earliest Winchester disc drives included discs coated with "particulate" recording layers. That is, small particles of ferrous oxide were suspended in a non-magnetic adhesive and applied to the disc substrate. With such discs, the size of the magnetic domain required to record a flux transition was clearly limited by the average size of the oxide particles and how closely these oxide particles were spaced within the adhesive matrix. The smoothness and flatness of the disc surface was also similarly limited. However, since the size of contemporary head gaps allowed data recording and retrieval with a head flying height of twelve microinches (0.000012 inches,  $12\mu$ " ) or greater, the surface characteristics of the discs were adequate for the times.

Disc drives of the current generation incorporate heads that fly at nominal heights of only about  $1.0\mu$ " , and products currently under development will reduce this flying height to  $.5\mu$ " or less. Obviously, with nominal flying heights in this range, the surface characteristics of the disc medium must be much more closely controlled than was the case only a short time ago.

It is common in the industry to move the head assemblies to a designate park location when the disc drive experiences a loss of power. In a first class of disc drive, this park location is associated with ramp structures adjacent the outer diameters of the discs, and the head assemblies are "parked" on the ramp structures, out of contact with the discs. Such disc drives are capable of withstanding large amounts of applied mechanical shock, and are frequently used, therefore, with laptop computer systems.

A second class of disc drives, often referred to as "contact start/stop" or CSS drives, park the head assemblies at a designated "landing zone" near the inner diameters of the discs, where user data is not stored.

As the surfaces of the discs has become progressively smoother – in order to increase areal recording density, as noted above – it has become problematic to park the heads on the disc surface due to increased static friction, or “stiction”, between the extremely smooth air bearing surfaces of the head assemblies and the extremely smooth disc surfaces.

It has, therefore, become a common practice in the industry to provide a textured surface in the landing zones of the discs. Early examples of texturing in landing zones were created using mechanical abrading techniques, but as dictated by the flying heights necessary for current recording densities, most current generation landing zone texturing is produced using lasers, which apply a multitude of “bumps” with controlled size and spacing in the landing zones.

Once again, as the data recording zones of the discs became smoother and smoother, it was necessary to reduce the “roughness” of the landing zones, in order to enable the head assemblies to fly into the landing zones, and reducing the roughness of the landing zone has lead back to the problems of stiction which the textured surfaces of the landing zones were intended to alleviate.

It would be desirable, therefore, to be able to fly the head assemblies at low levels over the data recording areas of the disc, and dynamically alter the flying height to a greater level when it becomes necessary to park the heads, in order to allow the landing zones to continue to have a greater degree of texturing.

It should also be noted that a second approach to minimize stiction involves fabrication of sliders for head assemblies that include textured contact surfaces. Such head assemblies do not require the addition of texturing in the designated landing zone, since the texturing is carried along with the head assembly itself. The present invention, however, is also useful with such head assemblies to compensate for radial position dependent variations in head flying height, as will be discussed in more detail hereinbelow.

It has also become a common practice in the industry to provide a plurality of data recording zones radially arranged across the disc, to increase the total data storage capacity of the disc drive. Such “zone bit recording” or “constant linear density recording” schemes allow data at the outer zones of the discs to be recorded at the same

linear density as at the inner zones, in spite of differences in the linear velocity between the head assemblies and the discs in these areas.

However, the difference in linear velocity as the head assemblies are moved outward tends to cause the head assemblies to fly higher, reducing the effectiveness of the heads in recording and retrieving data.

Similarly, skew effects associated with the common rotary actuators described above also contribute to variation in head flying heights with radial position of the head assemblies over the discs.

It would also be desirable, therefore, to be able to dynamically control the flying attitude of the head assemblies – and thus the flying height – to allow the heads to fly higher at a relatively “rough” landing zone, and to compensate for flying height variations caused by differences in relative linear velocity and skew angles between the head assemblies and the discs.

The present invention is directed to providing a head suspension which includes features for dynamically controlling the flying attitude of the head assemblies, and thus controlling the flying height of the head assemblies.

## SUMMARY OF THE INVENTION

The present invention is a head suspension for a head assembly in a disc drive. The head suspension includes controllable bending elements on the gimbal portion of the head suspension which allow dynamic control of the flying attitude of the head assemblies, and thus the flying height. In a first embodiment, the control elements are bi-metal features that utilize differential thermal expansion to control the flying attitude. In a second, and presently preferred, embodiment, the control elements are piezo-electric elements which provide bi-directional control of associated elements of the gimbal portion of the head suspension. In another aspect, the controllable bending elements are used to increase the flying height of the head assembly as the head assembly is moved from the data recording area of the disc into engagement with a textured landing zone.

The manner in which the present invention is implemented, as well as other features, benefits and advantages of the invention, can best be understood by a review of

the following Detailed Description of the Invention, when read in conjunction with an examination of the accompanying drawings.

### BRIEF DESCRIPTION OF THE DRAWINGS

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**FIG. 1** is a top plan view of a disc drive with which the present invention is particularly useful.

**FIG. 2** is a perspective view of a prior art disc incorporating a textured landing zone.

10 **FIG. 3** is a perspective view of a prior art disc incorporating a textured landing zone and a plurality of data recording zones.

**FIG. 4** is a perspective view of a head assembly used to define the various orthongonal axes used in subsequent discussion.

15 **FIG. 5** is a perspective view of a head assembly showing prior art static attitude control mechanisms.

**FIG. 6** is a perspective view of a prior art head suspension assembly and associated head assembly.

**FIG. 7** is a top plan view of a typical prior art gimbal.

20 **FIG. 8** is a graph showing the relationship between head assembly flying height and linear velocity differences caused by the radial position of the head assembly over the disc.

**FIG. 9** is a graph showing the relationship between head assembly flying height and skew angle variations caused by the radial position of the head assembly over the disc.

25 **FIG. 10** is a graph showing the combined effects of linear velocity differences and skew angle variation on head assembly flying height.

**FIGS. 11 through 13** are simplified diagrammatic representations of bi-metal structures used to implement a first embodiment of the present invention.

30 **FIGS. 14 through 16** are simplified diagrammatic representations of a piezo-electric structure used to implement a second embodiment of the present invention.

**FIG. 17** is a plan view of a gimbal which has been modified in accordance with the present invention.



**FIG. 18** is a perspective view of a gimbal which has been modified in accordance with the present invention.

**FIG. 19** is a graph showing an example of electrical signals which can be applied to the control elements of the head suspension of the present invention to control flying attitude of the head assembly.

**FIG. 20** is a plan view of a gimbal incorporating an alternative configuration of the control elements of the head suspension of the present invention.

**FIGS. 21 through 23** are detail end sectional views of the gimbal of FIG. 20, showing the effects of application of various combinations of control signals to the control elements of the head suspension of the present invention.

### DETAILED DESCRIPTION OF THE INVENTION

Turning now to the drawings and specifically to Figure 1, shown is a plan view of a disc drive 100 with which the present invention is particularly useful. The disc drive 100 includes a base member 102 to which all other components are directly or indirectly mounted and a top cover 104 (shown in partial cutaway) which, together with the base member 102, forms a disc drive housing which encloses delicate internal components and isolates these components from external contaminants.

The disc drive includes a plurality of discs 106 which are mounted for rotation on a spindle motor shown generally at 108. The discs 106 include on their surfaces a plurality of circular, concentric data tracks, the innermost and outermost of which are shown by dashed lines at 110, on which data are recorded via an array of vertically aligned head assemblies (one of which is shown at 112). The head assemblies 112 are supported by head suspensions, or flexures 114, which are attached to actuator head mounting arms 116. The actuator head mounting arms 116 are integral to an actuator bearing housing 118 which is mounted via an array of ball bearing assemblies (not designated) for rotation about a pivot shaft 120.

Power to drive the actuator bearing housing 118 in its rotation about the pivot shaft 120 is provided by a voice coil motor (VCM) shown generally at 122. The VCM 122 consists of a coil (not separately designated) which is supported by the actuator bearing housing 118 within the magnetic field of an array of permanent magnets (not

separately designated) which are fixedly mounted to the base member 102, all in a manner well known in the industry. Electronic circuitry (partially shown at 124, generally, and partially carried on a printed circuit board (not shown)) to control all aspects of the operation of the disc drive 100 is provided, with control signals to drive the VCM 122, as well as data signals to and from the heads 112, carried between the electronic circuitry 124 and the moving actuator assembly via a flexible printed circuit cable (PCC) 126.

FIG. 2 is a perspective view of a typical prior art disc 106. The disc 106 includes a disc clamping area 128 closely adjacent the inner diameter of the disc 106. This disc clamping area is occupied by disc spacers and a disc clamp (not shown) used to mount the disc 106 on a spindle motor, all in a manner well known in the industry.

FIG. 2 shows the user data recording area 130. This is the portion of the disc surface specifically available for recording user data.

The disc 106 also includes an outer guard band 132 near the outer diameter. The radial size of the outer guard band 132 is a function of the physical size of the associated head assembly, and is determined by how closely to the outer diameter of the disc the head assembly can reliably fly. User data is not recorded in the outer guard band 132.

Finally, FIG. 2 also shows that the disc 106 includes a textured landing zone 134 near the disc clamping area 128. The landing zone 134 is textured to minimize stiction between the disc 106 and an associated head assembly parked in contact with the disc 106, and is located at the inner portion of the disc 106 to minimize the torque required of the spindle motor when starting to rotate the disc 106 with a head resting thereon.

It will be apparent to those of skill in the art that it would be advantageous to maintain the landing zone 134 with a high relative roughness, while keeping the data area 130 extremely smooth, and to be able to control the flying height of the head assembly in a manner that allows the head assembly to fly extremely close to the disc surface in the data area 130, and at a greater flying height when the head assembly is moved to the landing zone 134.

Turning now to FIG. 3, shown is a perspective view of another prior art disc 106. The disc 106 of FIG. 3 includes a disc clamping area 128, an outer guard band 132 and a textured landing zone 134, all similar to the prior art disc 106 of FIG. 2. However, in FIG. 3, the disc 106 can be seen to include a data recording area (not separately

designated) that has been divided into a plurality of data zones 136. The radial widths of the data zones 136 are selected to maintain a substantially constant linear data density across the entire data recording area. That is, as the heads are moved radially outward across the disc, the relative linear velocity between the rotating disc and an associated head assembly increases, and the amount of data that can be recorded on a given track increases. As this amount of increase reaches the number of bytes assigned to a sector, an additional sector is added. Thus, each data zone includes a greater number of sectors than the zone immediately radially inward of it, and the overall data storage capacity of the disc drive can be increased when compared to disc drives that include the same number of sectors across the entire data recording area.

While the example disc 106 shown in FIG. 3 includes six data zones, the specific number of data zones will be dependent upon the actual disc drive implementation.

It is well known to those of skill in the art that the flying height of the head assembly is influenced by several factors, including the relative linear velocity between the rotating head and the disc, and the skew angle between the head assembly and the data track being accessed, as will be discussed in more detail below. It will also be evident to those of skill in the art that it would be desirable to be able to maintain a constant flying height across all the data zones 136, and thus optimize the data recording and retrieval characteristics of the disc drive.

Before proceeding with discussion of the present invention, it would be useful to further discuss several aspects of the prior art, and define various terms which will be utilized in subsequent discussions.

FIG. 4 is a perspective view of a typical head assembly 112, and is useful for defining the orthogonal axes that will be included in ensuing discussions.

FIG. 4 shows a pitch axis 140, a roll axis 142 and a yaw axis 144 about which the head assembly 112 can rotate, as well as in-plane axes 146, which are translational axes normal to the yaw axis 144.

A typical head suspension used to mount a head assembly 112 is expected to provide compliance in the pitch axis 140 and roll axis 142, while being non-compliant in the yaw axis 144 and in-plane axes 146. The compliance in the pitch and roll axes 140, 142 allows the head assembly 112 to follow minor variations in the surface of the disc above which the head assembly 112 is flying.

FIG. 4 shows that the head assembly 112 includes a beveled portion 148 near its leading edge 149. This beveled portion 148 is useful in rapidly establishing the air bearing between the head assembly 112 and a rotating disc. It is also known that a more positive pitch attitude, as shown by the “+” sign on the pitch axis 140, i.e., a “nose-up” attitude results in higher flying heights, and a more negative pitch attitude causes lower flying heights. Similarly, since the transducer used to record and retrieve data on the disc surface is typically located on the trailing edge of the head assembly 112 near one or the other lateral sides of the head assembly, variations in roll attitude, i.e., about the roll axis 142, can change the proximity of the transducer to the disc surface, which is the effective flying height of the head assembly 112.

When the head assembly 112 is at any given radial location of the disc, it is well known that the linear velocity between the rotating disc and the head assembly is higher at the radially outer side of the head assembly, designated 160 in FIG. 5. In order, therefore, to balance the uneven hydrodynamic lifting forces on the inner and outer sides of the head assembly 112, and in order to facilitate formation of the air bearing between the head assembly 112 and the disc, it is common practice in the industry to fabricate the head suspension such that it applies a load force to the head assembly 112 at a position that is slightly outside the longitudinal centerline 152 and slightly behind the lateral centerline 150, as represented by the arrow 162. While such a positioning of the load force tends to balance the lifting forces applied to the head assembly 112 by the rotating disc, this is only a static compensation, and cannot be altered during the operation of the disc drive to compensate for differing hydrodynamic forces exerted on the head assembly 112 as it is moved from the inner portions of the disc to the outer portions.

It would also be desirable if the forces applied to the head assembly 112 could be controllably altered in accordance with the radial location of the head assembly on the disc, thus allowing the flying height to be dynamically controlled.

Before proceeding to discussion of the invention, it is perhaps beneficial to  
5 discuss the characteristics of prior art head suspensions.

FIG. 6 is a perspective view of an example of a typical prior art head suspension 164 mounting a head assembly 112. The head suspension includes several functional portions: 1) a mounting portion 166 for attaching the head suspension 164 to an actuator (not shown). The mounting portion is commonly fixedly attached to and reinforced by a  
10 relatively robust mounting plate 168 which includes features, such as the swaging boss 170 for attaching the head suspension 164 to the actuator; 2) a spring portion 172, which serves to provide the load force to be applied to the head assembly 112; 3) a rigid beam portion 174 for transferring the load force generated by the spring portion 172 to the head assembly; and 4) a gimbal portion 176 to which the head assembly 112 is attached, and  
15 which provides, via a pair of laterally spaced gimbal beams 178, the aforementioned compliance in the pitch and roll axes of the head assembly 112. The attachment of the head assembly 112 is typically accomplished by an adhesive bond on a cross member 180 of the gimbal 176 near the trailing edge of the head assembly 112.

The load force generated by the spring portion 172 and transferred by the rigid  
20 beam portion 174 is applied to the head assembly 112 by point contact at a load point portion 182 of the rigid beam portion 174.

Those of skill in the art will be aware that the various elements of the head suspension can be formed of discrete elements fixedly attached to each other, or formed from a single integral piece of material.

FIG. 7 is a plan view of another example of a typical gimbal 184. The gimbal 184  
25 is of the type that is discretely fabricated, and then fixedly attached to the rigid beam portion (174 in FIG. 6) of a head suspension and includes a mounting portion 186 which can be connected to the rigid beam portion of the head suspension by, for instance, laser spot welds at 188. The gimbal 184 includes a pair of laterally spaced, longitudinally  
30 extending gimbal beams 190, which provide the necessary compliance in the pitch and roll axes of the head assembly, shown by dashed lines at 112.

The head assembly 112 is adhesively bonded to a cross member 192 that connects the distal ends of the gimbal beams 190. The cross member 192 also includes bend regions, one of which is identified at 194, which serve to displace the central portion of the cross member 192 out-of-plane from the mounting portion 186 and gimbal beams 190, in order to engage properly with the load point protrusion (not shown) of the rigid beam portion (174 in FIG. 6) of the head suspension, all in a manner well known in the art.

The gimbal 184 also includes a tongue portion 196, which extends proximally back from the cross member 192, and which is also typically adhesively bonded to the head assembly 112.

FIG. 7 also shows longitudinal and lateral centerlines 198, 200, respectively, which define the geometric center 202 of the head assembly 112. The head assembly 112 also includes outer and inner rails, 204 and 206, respectively, which interact with air dragged along by a rotating disc to form the air bearing between the head assembly 112 and the disc. As was previously mentioned, since the relative linear velocity of the rotating disc is greater under the outer rail 204 of the head assembly 112 than under the inner rail 206, there is a tendency for the outer rail 204 to fly higher than the inner rail 206. In order to compensate for this tendency, and to encourage the formation of the air bearing beneath the head assembly 112, it is common practice in the industry to apply the load force generated by the spring portion (172 in FIG. 6) of the head suspension at a point location 208, which is slightly offset toward the outer rail 204, and toward the trailing edge of the head assembly 112, as shown in the figure. One of skill in the art will appreciate, however, that such offsetting of the load force application point 208 is only a general compensation technique, since the difference between outer/inner rail linear velocity will change with the radial position of the head assembly 112 over the disc. Similarly, changes in skew angle of the head assembly 112 associated with rotary actuators also causes the forces acting on the head assembly 112 to vary with the radial position of the head assembly 112. Therefore, offsetting the location 208 at which the load force is applied is only a static correction, and cannot compensate for variations in forces exerted on the head assembly 112 during its movement across the disc surface.

FIGS. 8 through 10 are graphic representations showing, in general, the variations in flying height brought about by moving the head assembly radially across the disc.

Specifically, FIG. 8 shows the relationship between radial position and flying height caused by differences in relative linear velocity between a head assembly and a rotating disc.

In FIG. 8, the horizontal axis represents radial position of the head assembly, with a landing zone, LZ, near the inner diameter of the disc, and a plurality of data zones, designated dz1 – dz6 extending radially outward on the disc toward the outer diameter, OD. The vertical axis is representative of the flying height, fh, of the head assembly, can be seen to increase in a substantially linear manner as the head is moved radially outward. This is because the relative linear velocity between the head assembly and the rotating disc increases as the head moves outward, increasing the magnitude of the hydrodynamic lifting force created at the air bearing surface. Since the load force applied by the head suspension to the head assembly is a constant value, the head assembly tends to fly higher near the OD.

FIG. 9 shows a graph similar to that of FIG. 8, representative of the relationship between skew angle of the head assembly and the portion of the disc passing beneath the head assembly. It is common practice in the industry, when utilizing a rotary actuator, such as that described in relationship to FIG. 1 above, to select a location substantially in the middle portion of the data recording region of the disc where the skew angle is zero, i.e., the longitudinal axis of the head assembly is substantially tangent to the data tracks passing beneath the head assembly. This point of zero skew is designated with arrow 210 in FIG. 9, and the graph shows that this is the point where the flying height, fh, would be greatest, if only the effects of skew angle are considered. This is because, at the point of zero skew 210, the air creating the air bearing is entering beneath the head assembly substantially directly in parallel with the air bearing surfaces of the head assembly, and thus creates the greatest possible lifting force.

As the head assembly is moved away from the point of zero skew 210, either inward toward the landing zone, LZ, or outward toward the OD, the air dragged along by the rotating disc tends to enter beneath the head assembly at increasingly greater angles to the air bearing surfaces, decreasing their efficiency, and the flying height, fh, also tends to decrease.

FIG. 10 is a graph representing the combined effects of linear velocity variation and skew angle changes, i.e., the combination of the graphs of FIGS. 8 and 9, and shows

that flying height, fh, increases at a first rate from near the landing zone, LZ, to the point of zero skew 210. The rate of flying height increase over this portion of the disc is thus a function of the sum of the increase in flying height due to linear velocity increase (from FIG. 8) and the increase in flying height due to decrease in skew angle, as reflected in FIG. 9.

From the point of zero skew 210 outward, the increasing linear velocity tends to drive the head higher, as shown in FIG. 8, while the increase in skew angle tends to bring the flying height downward, and the actual cumulative effect on flying height will be determined by the relative magnitudes of these two offsetting effects. Thus, while the example graph of FIG. 10 shows the flying height increasing slightly from the point of zero skew 210 to the OD, this would only be true if the effect of increased linear velocity is greater than the effect of increased head skew. If the two effects were equal, the flying height would remain constant over this portion of the disc, and if the effect of increased skew angle were greater than the effect of increasing linear velocity, the flying height would decrease as the head assembly is moved outward over this portion of the disc.

Whatever the cumulative effect of linear velocity and skew angle change in a particular disc drive, it is evident to those of skill in the art that the prior art head suspensions described above include no features for compensating for induced variations in flying height.

Similarly, the prior art head suspension described would also tend to bring the head assemblies to their closest approach to the disc surface near the LZ, as is shown in the graphs of FIGS. 8 through 10. It should be recalled, however, that the surface roughness of the textured landing zone is greater than that of the data zones, and it would, contrarily, be desirable to greatly increase the flying height at the LZ, in order to allow the permit the average roughness of the landing zone to be relatively greater, thus reducing stiction.

The head suspensions of the prior art obviously do not include any features for compensating for position-dependent flying height variation, nor do they include functional elements for increasing the flying height at the landing zone.

Before beginning a discussion of the specific implementation of the present invention, a short discussion of prior art technologies employed in the present invention is in order.



Turning now to FIG. 11, shown is a simplified elevation view of a thermally activated bi-metal structure 212. The bi-metal structure 212 consists of a first material 214 and a second different material 216 bonded together. The critical difference between the two materials 214, 216 is their linear co-efficients of thermal expansion,  $K_{TE}$ , with the  $K_{TE}$  of one of the materials being significantly greater or less than the  $K_{TE}$  of the other material.

Electrical leads 218 are provided to the bi-metal structure, and the mechanical effect of passing current through the electrical leads 218 is shown in FIGS. 12 and 13.

In FIG. 12, it is assumed that the  $K_{TE}$  of the first material 214 is greater than the  $K_{TE}$  of the second material 216. When current is passed through the electrical leads 218, as represented by arrows 220, the two materials are heated, and the differences in the  $K_{TE}$  of the two materials cause them to expand at different rates, with the first material 214 expanding to a greater extent than the second material 216. This causes the bi-metal structure 212 to bend upward, as shown in FIG. 12.

Conversely, if, as is illustrated in FIG. 13, the  $K_{TE}$  of the second material 216 is greater than the  $K_{TE}$  of the first material 214, passing current, as represented by arrows 220, through the electrical contacts 218 and heating the bi-metal structure 212 results in the second material 216 expanding to a greater extent than the first material 214, and the bi-metal structure 212 is bent downward.

One of skill in the art will recognize that the amount of bending due to heating of the bi-metal structure 212 will be dependent, in part, on the ratio of the  $K_{TE}$  of the two materials, the relative thicknesses of the materials and the amount of electrical current – and thus heating – applied to the structure.

It will also be evident that the direction of bending can be controlled by the orientation of the two materials to each other, as well as by the selection of the  $K_{TE}$  of the materials. That is, the bi-metal structure 212 of FIG. 12 could be made to bend downward if the first and second materials 214, 216 were reversed, and the bi-metal structure 212 of FIG. 13 could be made to bend upward by a similar reversing of the relative locations of the materials 214, 216.

It will also be apparent to one of skill in the art that, since the bending effect is purely a thermal function, the polarity of the electrical current used to heat the bi-metal

structure has no effect, and the direction of bending is solely dependent on the relationship between the  $K_{TE}$  of the two materials, and the relative orientation of the materials.

While uni-directional thermally-induced bending of bi-metal structures for  
5 controlling the flying attitude and height of head assemblies will be discussed below, the presently preferred embodiment of the invention employs a second prior art technology which provides bi-directional bending of selected elements of a head suspension to control flying attitude and height.

FIG. 14 is a simplified elevation view showing a planar element 222 fixedly  
10 attached to which is a piezo-electric element 224. The planar element 222 is envisioned to be a resilient material, such as stainless steel. The piezo-electric element 224 includes electrical leads 226 at opposing ends thereof. The manner in which the piezo-electric element 224 can be used to bi-directionally bend the planar element 222 is illustrated in FIGS. 15 and 16.

15 FIG. 15 shows that when electrical current is applied through the electrical leads 226 in a first polarity, as shown by arrows 228, the piezo-electric element 224 tends to contract, as shown by arrows 230. This contraction causes the planar element 222 to which the piezo-electric element 224 is attached to bend upward, as shown in the figure, much the same as the bi-metal structure 212 of FIG. 12 reacted to application of a heating  
20 current.

The advantages of the piezo-electric element 224 over the bi-metal structure of FIGS. 11 through 13 can be seen in FIG. 16.

FIG. 16 shows the same structure as FIGS. 14 and 15, and illustrates that when the polarity of the applied electrical current applied through the electrical leads 226 is  
25 reversed, as shown by arrows 232, the piezo-electric element 224 tends to expand, as shown by arrows 234. This expansion of the piezo-electric element 224 acts to bend the planar element 222 downward. Thus the combination of planar element 222 and piezo-electric element 224 can be bent in either of two directions – upward or downward – dependent upon the polarity of electrical current applied to the piezo-electric element  
30 224. Furthermore, when no electrical current is applied to the piezo-electric element, the combination returns to the quiescent condition of FIG. 14.

One of skill in the art will appreciate that the amount of bending of the planar element 222 will be dependent, in part, upon the material characteristics and dimensions of the piezo-element 224 and the magnitude of the current passed through the piezo-electric element 224, providing a versatile and controllable apparatus for bending the  
5 planar element 222 in either of two directions.

Now that the fundamental technologies involved in head suspensions and various mechanisms for controllably bending planar elements have been discussed, the manner in which the present invention is implemented can be described.

FIG. 17 is a plan view of a gimbal 240 which forms a portion of the head  
10 suspension of the present invention and has been modified in accordance with the present invention.

The gimbal 240 of FIG. 17 is similar to the prior art gimbal 184 of FIG. 7, but, as can be seen in FIG. 17, the gimbal 240 includes bending elements 242 extending along the lengths of the gimbal beams 244. The present invention envisions that these bending  
15 elements 242 can form, in combination with the material of the gimbal beams 244, either the bi-metal structure of FIGS 11 through 13, or the piezo-electric/planar member structure shown by FIGS. 14 through 16.

A discussion of the manner in which the bending elements 242 can be utilized to control the structure of the gimbal 240 – and thus the flying characteristics of an attached  
20 head assembly 112 – will now be undertaken.

Turning now to FIG. 18, shown is a perspective view of the gimbal 240 of FIG. 17. FIG. 18 also shows the electrical leads 246 via which electrical current can be applied to the bending elements 242.

It will be apparent to those of skill in the art that if the gimbal beams 244 can be  
25 controllably bent, the flying attitude of a head assembly attached to the gimbal 240 – and thus its flying height – can also be controllably altered. Specifically, if the gimbal beams are bent downward – or in the direction of the “+” signs on arrows 248 – additional load will be applied to the trailing edge of an attached head assembly, and the head assembly will assume a more positive pitch attitude, and tend to fly at a greater height. Similarly, if  
30 the gimbal beams 244 are bent upward, the attached head assembly will assume a more negative pitch attitude, and tend to fly at a lower height.

If the bending elements 242 are of the bi-metal type of FIG. 12, and the bending element 242 corresponds to the second material 216 in FIG. 12, then application of current through the electrical leads 248 will heat the bending elements 242 and gimbal beams 244, causing the gimbal beams 244 to bend upward, imparting increased negative pitch to the attached head assembly, causing the head assembly to fly lower.

Similarly, if the bending elements 242 are of the bi-metal type of FIG. 13, the gimbal beams 242 would both be bent downward, imparting increased positive pitch attitude to the attached head assembly, causing it to fly at a greater height.

Furthermore, if one of the bending elements 242 is of the type of FIG. 12, and the other bending element 242 is of the type of FIG. 13, then application of current will heat the bi-metal structures, causing one of the gimbal beams 244 to bend upward, while the other gimbal beam 244 bends downward, altering the roll attitude of the attached head assembly. The effect of altering the roll attitude on the flying height of the head assembly will be dependent upon which of the gimbal beams 244 is bent upward, and which is bent downward, and the location of the head assembly over the disc.

It will be apparent that, the use of bi-metal bending elements 242 can be expected to provide some degree of dynamic control over the flying attitude – and thus flying height – of the head assembly. However, since the bi-metal structures are capable of producing bending in only a single direction, complete dynamic control of the head assembly is not readily achieved using bi-metal bending elements 242.

The preferred embodiments of the present invention, therefore, envision that the bending elements 242 will be of the piezo-electric type described above with regard to FIGS. 14 through 16, as will be described below.

Returning now to FIG. 18, if the bending elements are of the piezo-electric type described in relationship to FIGS. 14 through 16 above, it is readily apparent that the bending elements 242 can be selectively driven to bend both gimbal beams 244 upward, or both gimbal beams 244 downward, or either of the gimbal beams 244 to be bent in a first direction, while the other is bent in the opposite direction. It will also be understood that the piezo-electric bending elements of FIGS. 14 through 16 can be utilized to selectively bend the gimbal beams 244 to varying degrees by controlling the amount of current applied through the bending elements 242. Thus, use of bi-directional piezo-

electric bending elements 242 allows a high degree of dynamic control over both the pitch and roll attitudes of a head assembly attached to the gimbal 240.

An example of control signals that can be applied to the piezo-electric bending elements 242 is graphically illustrated in FIG. 19. It should be noted that this  
5 combination of applied signals is exemplary only, and not considered as limiting to the envisioned scope of the present invention.

Turning now to FIG. 19, the horizontal axis of the graph is representative of the radial location of a head assembly over a disc surface, with the landing zone, LZ, near the inner diameter of the disc on the right, and data zones, dz1 through dz6 plotted in  
10 ascending order toward the outer diameter, OD, of the disc on the left, similar to the previously described graphs of FIGS. 8 through 11.

The vertical axis of the graph of FIG. 19 represents the polarity and magnitude of electrical current applied to piezo-electric bending elements, such as the bending elements 242 of FIG. 18, with the zero vertical reference indicating that no current is  
15 applied to the bending element, positive values tending to bend the gimbal beams (244 in FIG. 18) downward, negative values tending to bend the gimbal beams upward, and the magnitude of the positive and negative signals reflective of the amount of bending induced in the gimbal beams.

Before continuing this description, it is perhaps best to recall that the example  
20 about to be discussed is a general example only. Thus, the number of data zones, the number of differing control signals for each polarity, and the relationship of switching control signals to data zones should, therefore, be considered as descriptive only, and not as an actual implementation of the present invention, or limiting to the scope of the invention.

25 In the example of FIG. 19, control current applied to the bending element associated with the outermost gimbal beam is indicated with a combination dashed and solid line, while control current applied to the bending element on the inner gimbal beam is shown with a heavy solid line.

As can be seen in the figure, when the head is positioned in the LZ, positive  
30 currents of the greatest magnitude (+3) are applied to both bending elements. This will result in a maximum positive pitch attitude, leading to the desired increased flying height in the textured LZ.

As the head moves into the first data zone, dz1, current is removed from the inner bending element, and only the smallest discrete positive current (+1) is applied through the outer bending element. Application of such currents applies downward force at the outer trailing edge of the attached head assembly, resulting in more than normal roll toward the outer diameter of the disc. Since, as illustrated in FIGS. 8 and 9, both the linear velocity and the skew angle in dz1 contribute to low flying height, introduction of such an additional roll moment on the head assembly would contribute to leveling the inner and outer edges of the head assembly, and tend to lift the head assembly further from the disc surface.

As the head assembly is moved radially outward into dz2, current is removed from both the bending elements. The example being described, therefore, assumes that the static load point offsets, described above with regard to FIGS. 5 and 7, have been selected to optimize the flying attitude of the head assembly while the head assembly is flying over dz2.

Moving the head assembly further outward to dz3 results in application of the smaller negative current (-1) to the inner bending element, introducing additional roll moment in the direction of the LZ, and acting to counter the tendency of the increased linear velocity to increase the flying height of the head assembly.

When the head assembly is moved to dz4, small negative current (-1) is applied to both bending elements, resulting in more negative pitch than the static attitude of dz2, and acting again to counter the tendency of increased linear velocity to raise the flying height.

As the head is moved over dz5, the negative current applied to the outer bending element is maintained, and a larger negative current (-2) is applied to the inner bending element, introducing a still larger roll moment toward the LZ.

Finally, as the head is moved to the outermost data zone, dz6, the large negative current (-2) is applied to both bending elements, causing maximum negative pitch moment to be applied to the head assembly, and countering the high linear velocity's tendency to increase the flying height.

Thus, the present invention allows dynamic control of the pitch and roll attitude of the head assembly, and allows selected positive and negative roll moments to be exerted

on the head assembly dependent upon the radial position of the head assembly over the disc.

While the example just described utilizes discrete levels of positive and negative currents applied to the bending elements, analog control of the currents applied to the bending elements can be utilized to further smooth the application of pitch and roll moments to the head assembly. Similarly, changes in the currents applied to the bending elements need not be directly related to data zone boundaries, nor is the number of different current levels limited to those shown in the graph of FIG. 19, nor is the interval between sequential current levels necessarily equal or linear. Again, it should be pointed out that the example described is only intended to show that varying amounts and polarities of control currents can be applied to the bending elements to control the pitch and roll attitudes of the head assembly – and thus the flying height of the head assembly – and that the shifting of the applied currents can be related to the radial position of the head assembly over the disc. Optimization of the applied currents in a particular disc drive, to provide a consistent flying height across the data recording area of the disc, will have to be based on the design characteristics of the disc drive, including, among other considerations, the rotational speed of the discs, the size of the head assemblies, the location of the point of zero head skew, and the static attitude selection of the head/head suspension assembly.

It should also be noted that either the bi-metal form of bending elements or the piezo-electric form of bending elements can be utilized only to impart positive pitch attitude and thus increase the flying height of the head assembly when the head assembly enters the landing zone, with the flying height over the data recording zone being left solely to the previously discussed prior art static flying attitude controls.

FIG. 20 is a plan view of a gimbal 250, showing an alternative, or supplementary, location for bending elements 252. That is, the bending elements 252 can be the only bending elements incorporated in the gimbal 250, or can be included with the bending elements 242 of FIGS. 17 and 18 to provide additional control of pitch and roll attitudes of an attached head assembly 112.

As can be seen in FIG. 20, the bending elements 252 are laterally aligned at the distal ends of the gimbal beams 244, and can be positioned either on the top surface of

the gimbal 250, as shown by solid lines at the lower portion of FIG. 20, or on the lower surface of the gimbal 250, as shown by dashed lines at the upper portion of the figure.

The effects of various embodiments of the bending elements 252 is illustrated in FIGS. 21 through 23, which are detail sectional views taken along line A-A' of FIG. 20.

5 FIGS. 21 through 23 also show the cross member 192 with bend regions 194, as previously noted with regard to FIG. 7. It will be understood by one of skill in the art that the operation of the present invention is not dependent on the presence of the bend regions 194 in the cross member 192. Similarly, the bending elements 252 in FIGS. 21 through 23 are all shown on the upper surface of the gimbal portion, but it should be  
10 understood, as previously noted, that the bending elements can also be located on the lower surface of the gimbal without exceeding the envisioned scope of the invention.

In FIG. 21, when current is applied to the bending elements 252 as shown by arrows 254, both of the bending elements 252 contract and cause the material of the gimbal to bend upward, that is in the direction of arrows 256. Such bending, in turn  
15 causes a downward force, as indicated by arrow 258, to be exerted on the cross member 192, which, in turn, passes the downward force 258 to the attached head assembly (not shown) near its trailing edge. Applying downward force near the trailing edge of the head assembly will result in a more positive pitch attitude, and an increased flying height. As will be apparent from previous discussion, the capability of dynamically increasing  
20 the flying height of the head assembly would be useful near the inner data recording zones where the effects of decreased linear velocity and head skew angle tend to cause the head assembly to fly lower, and would be particularly useful when moving the head assembly from the innermost data recording region into the relatively rough landing zone.

One of skill in the art will appreciate that the bending elements 252 can be either  
25 of the bi-metal type of FIGS 11 through 13, where the material of the gimbal has a greater linear coefficient of thermal expansion than the material of the bending elements 252, or of the piezo-electric type of FIGS. 14 through 16, where the polarity of applied current is selected to cause the bending elements 252 to contract.

FIG. 22 is similar to FIG. 21, inasmuch as the bending elements 252 are once  
30 again shown on the upper surface of the gimbal. In FIG. 22, however, the application of current to the bending elements 252, as shown by arrows 260, causes the material of the gimbal to bend downward, in the direction of arrows 262, in the area of the bending



elements 252. Such downward bending of the gimbal material has the effect of applying an upward force, as shown by arrow 264, to the gimbal, which is, in turn exerted on the trailing edge of an attached head assembly (not shown), resulting in increased negative pitch attitude, and a corresponding lowered flying height of the head assembly. One of skill in the art will appreciate that the capability of dynamically lowering the flying height would be particularly useful as the head assembly is moved outward over the disc to counter the tendency of increased linear velocity to increase the head assembly flying height.

Once again, the downward bending shown in FIG. 22 can be achieved using bi-metal bending elements 252, if the linear coefficient of thermal expansion of the bending elements is greater than that of the gimbal material, or by using piezo-electric bending elements 252 and selecting the polarity of the applied current to cause the piezo-electric bending elements to expand. Thus, the direction of the applied current shown by arrows 260 in FIG. 22 is opposite to that shown by arrows 254 in FIG. 21. It should be recalled, however, that reversing the direction of the applied current in bi-metal bending elements will not cause corresponding reversal of the bending direction, since, with bi-metal bending elements only the heating of the elements and their differing linear coefficients of thermal expansion are the controlling factors, and the direction of the applied current has no controlling influence. Once again, the capability of bi-directional control of the bending direction is the reason that the piezo-electric embodiments of the present invention are currently preferred.

Turning finally to FIG. 23, in the operational example shown, current applied in the direction of arrows 266 to the left bending element 268 causes the bending element 268 to expand, bending the left side of the gimbal cross member 192 downward, in the direction of arrow 270, while current applied in the direction of arrows 272 to the right bending element 274 causes the bending element 274 to contract, bending the right side of the gimbal cross member 192 to bend upward, in the direction of arrow 276. This downward force on the left side of the gimbal and upward force on the right side of the gimbal will cause the attached head assembly (not shown) to roll to the right, in the direction shown by arrow 278. Once again, it should be appreciated by those of skill in the art that the capability of dynamically controlling head roll would be particularly

useful in countering the tendency of the head assembly to vary in roll attitude as the head assembly is moved across the disc recording area.

It will also be evident that, if the configuration of FIG. 23 were implemented using bi-metal bending elements, the polarity of the applied current is not of significance, and further apparent that such an implementation would be capable of inducing increased roll in only a single direction, since it is only the selected differences in the linear coefficients of thermal expansion between the bending elements 268, 274 and the material of the gimbal which determines the direction of bending. This limitation is the principal reason that the presently preferred embodiment of the present invention utilizes piezo-electric bending elements.

If it is envisioned that the configuration of FIG. 23 is implemented using piezo-electric bending elements 268, 274, then it is apparent that the direction of bending is determined by the polarity of the currents applied to the bending elements 268, 274, and if the direction of current application shown by arrows 266 and 272 were reversed, the direction of bending and direction of forces applied to the gimbal – as shown by arrows 270 and 276 – would also be reversed, causing the induced roll moment applied to the attached head assembly to be opposite in direction to that shown by arrow 278, i.e., induced roll to the left.

One of skill in the art will also realize that – using piezo-electric bending elements – extremely subtle control of induced roll moment can be achieved by applying current to only one of the bending elements, or applying currents of varying selected polarities and amplitudes to the two bending elements 268, 274, and that similar subtle control of both roll and pitch attitude of the head assembly can also be achieved with the bending element configuration of FIGS. 17 and 18. Indeed, if the present invention is implemented with piezo-electric bending elements, and the circuitry providing the current to the bending elements is sufficiently sophisticated, it can be readily seen that the previously discussed variations in head assembly flying height brought about by changes in the radial position of the head assembly over the disc can be substantially fully counteracted. Implementation of the present invention with piezo-electric bending elements will also result in more rapid variation in the applied control forces to the head suspension gimbal.

While the use of piezo-electric bending elements is the presently preferred embodiment of the present invention, such implementations require, as previously mentioned, the inclusion of relatively complex control logic for the applied currents. Implementations of the invention including bi-metal bending elements, while offering less overall flexibility than piezo-electric implementations, offer the advantage of less complex associated control circuitry. For instance, an implementation of the present invention that uses bi-metal bending elements only to increase the flying height of the head assemblies as they are moved into the landing zone offers a significant advantage over the prior art.

From the foregoing, it is apparent that the present invention is particularly well suited to provide the benefits set forth hereinabove as well as others inherent therein. While particular embodiments of the invention have been described herein, modifications to the embodiments that fall within the envisioned scope of the invention may suggest themselves to one of skill in the art who reads this disclosure. Therefore, the scope of the invention should be considered to be limited only by the following claims.

## CLAIMS

What is claimed is:

- 1     1.     A head suspension for supporting a head assembly in cooperative engagement  
2     with a rotating disc in a disc drive, the head suspension mounted to an actuator for  
3     controllably moving the head assembly radially over the surface of the disc, the head  
4     suspension comprising:  
5         a gimbal portion for mounting the head assembly and providing compliance in  
6         roll and pitch axes of the head assembly;  
7         a load beam portion for exerting a load force on the head assembly to encourage  
8         the head assembly toward the disc;  
9         the gimbal portion and load beam portion being fixed in relation to each  
10        other and configured to provide static control of a flying attitude of  
11        the head assembly; and  
12        means for controllably altering the flying attitude of the head assembly in  
13        accordance with radial position of the head assembly in relation to the  
14        disc.
- 1     2.     A head suspension for supporting a head assembly in cooperative engagement  
2     with a rotating disc in a disc drive, the head suspension mounted to an actuator for  
3     controllably moving the head assembly radially over the surface of the disc, the head  
4     suspension comprising:  
5         a gimbal portion for mounting the head assembly and providing compliance in  
6         roll and pitch axes of the head assembly;  
7         a load beam portion for exerting a load force on the head assembly to encourage  
8         the head assembly toward the disc;  
9         the gimbal portion and load beam portion being fixed in relation to each  
10        other and configured to provide static control of a flying height of  
11        the head assembly; and  
12        means for controllably altering the flying height of the head assembly in  
13        accordance with radial position of the head assembly in relation to the  
14        disc.

1     3.     A disc drive comprising:  
2             a rotating disc mounted for rotation in the disc drive;  
3             a head assembly for recording digital information to and retrieving information  
4                 from the disc;  
5             a head suspension for mounting the head assembly and for providing static control  
6                 of a flying attitude of the head assembly above the rotating disc;  
7             an actuator to which the head suspension is mounted for moving the head  
8                 assembly radially over the disc; and  
9             means for dynamically controlling the flying attitude of the head assembly above  
10                 the disc in accordance with radial position of the head assembly in relation  
11                 to the disc.

1     4.     A disc drive comprising:  
2             a rotating disc mounted for rotation in the disc drive;  
3             a head assembly for recording digital information to and retrieving information  
4                 from the disc;  
5             a head suspension for mounting the head assembly and for providing static control  
6                 of a flying height of the head assembly above the rotating disc;  
7             an actuator to which the head suspension is mounted for moving the head  
8                 assembly radially over the disc; and  
9             means for dynamically controlling the flying height of the head assembly above  
10                 the disc in accordance with radial position of the head assembly in relation  
11                 to the disc.

1     5.     A head suspension for supporting a head assembly in cooperative engagement  
2     with a rotating disc in a disc drive, the disc comprising a landing zone proximate its inner  
3     diameter and a data recording zone, the head suspension mounted to an actuator for  
4     controllably moving the head assembly into and out of engagement with the data  
5     recording zone and the landing zone, the head suspension comprising:  
6             a gimbal portion for mounting the head assembly and providing compliance in  
7                 roll and pitch axes of the head assembly;

8 a load beam portion for exerting a load force on the head assembly to encourage  
9 the head assembly toward the disc;  
10 the gimbal portion and load beam portion being fixed in relation to each  
11 other and configured to provide static control of a flying height of  
12 the head assembly; and  
13 means for dynamically increasing the flying height of the head assembly as the  
14 head assembly is moved from engagement with the data recording area to  
15 engagement with the textured landing zone.

1 6. A disc drive comprising:  
2 a rotating disc mounted for rotation in the disc drive, the disc comprising a data  
3 recording area and a textured landing zone near its inner diameter;  
4 a head assembly for recording digital information to and retrieving information  
5 from the disc;  
6 a head suspension for mounting the head assembly and for providing static control  
7 of a flying height of the head assembly above the rotating disc;  
8 an actuator to which the head suspension is mounted for moving the head  
9 assembly radially over the disc, and for moving the head assembly into  
10 and out of radial alignment with the textured landing zone; and  
11 means for dynamically increasing the flying height of the head assembly as the  
12 head assembly is moved from engagement with the data recording area to  
13 engagement with the textured landing zone.

1 7. A head suspension for mounting a head assembly in cooperative engagement with  
2 a rotating disc in a disc drive, the head suspension mounted to an actuator for controllably  
3 moving the head assembly radially over the surface of the disc, the head suspension  
4 comprising:  
5 a gimbal portion for mounting the head assembly and providing compliance in  
6 roll and pitch axes of the head assembly;  
7 a load beam portion for exerting a load force on the head assembly to encourage  
8 the head assembly toward the disc;

1        8.        A head suspension as claimed in Claim 7, wherein:  
2        the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3                extending gimbal beams; and  
4        the bending elements are mounted on the gimbal beams.

1     10.     A head suspension for mounting a head assembly in cooperative engagement with  
2     a rotating disc in a disc drive, the head suspension mounted to an actuator for controllably  
3     moving the head assembly radially over the surface of the disc, the head suspension  
4     comprising:  
5             a gimbal portion for mounting the head assembly and providing compliance in  
6             roll and pitch axes of the head assembly;  
7             a load beam portion for exerting a load force on the head assembly to encourage  
8             the head assembly toward the disc;  
9             the gimbal portion and load beam portion being fixed in relation to each  
10            other and configured to provide static control of a flying height of  
11            the head assembly;

12 the gimbal portion further including bending elements for dynamically controlling  
13 the flying height of the head assembly in accordance with radial position  
14 of the head assembly with relation to the disc.

1 11. A head suspension as claimed in Claim 10, wherein:  
2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams; and  
4 the bending elements are mounted on the gimbal beams.

1 12. A head suspension as claimed in Claim 10, wherein:  
2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams and a connecting cross member between distal  
4 ends of the gimbal beams; and  
5 the bending elements are mounted on the connecting cross member.

1 13. A head suspension for mounting a head assembly in cooperative engagement with  
2 a rotating disc in a disc drive, the disc comprising a textured landing zone proximate its  
3 inner diameter and a data recording area, the head suspension mounted to an actuator for  
4 controllably moving the head assembly radially over the surface of the disc and into and  
5 out of engagement with data recording area and landing zone, the head suspension  
6 comprising:  
7 a gimbal portion for mounting the head assembly and providing compliance in  
8 roll and pitch axes of the head assembly;  
9 a load beam portion for exerting a load force on the head assembly to encourage  
10 the head assembly toward the disc;  
11 the gimbal portion and load beam portion being fixed in relation to each  
12 other and configured to provide static control of a flying height of  
13 the head assembly;  
14 the gimbal portion further including bending elements for dynamically increasing  
15 the flying height of the head assembly as the head assembly is moved



16 from engagement with the data recording area into engagement with the  
17 landing zone.

1 14. A head suspension as claimed in Claim 13, wherein:  
2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams; and  
4 the bending elements are mounted on the gimbal beams.

1 15. A head suspension as claimed in Claim 13, wherein:  
2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams and a connecting cross member between distal  
4 ends of the gimbal beams; and  
5 the bending elements are mounted on the connecting cross member.

1 16. A head suspension for mounting a head assembly in cooperative engagement with  
2 a rotating disc in a disc drive, the head suspension mounted to an actuator for controllably  
3 moving the head assembly radially over the surface of the disc, the head suspension  
4 comprising:  
5 a gimbal portion for mounting the head assembly and providing compliance in  
6 roll and pitch axes of the head assembly;  
7 a load beam portion for exerting a load force on the head assembly to encourage  
8 the head assembly toward the disc;  
9 the gimbal portion and load beam portion being fixed in relation to each  
10 other and configured to provide static control of a flying attitude of  
11 the head assembly;  
12 the gimbal portion further including bi-metal bending elements for  
13 dynamically controlling the flying attitude of the head assembly in  
14 accordance with radial position of the head assembly with relation  
15 to the disc.

1 17. A head suspension as claimed in Claim 16, wherein:  
2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams; and  
4 the bending elements are mounted on the gimbal beams.

1 18. A head suspension as claimed in Claim 16, wherein:  
2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams and a connecting cross member between distal  
4 ends of the gimbal beams; and  
5 the bending elements are mounted on the connecting cross member.

1 19. A head suspension for mounting a head assembly in cooperative engagement with  
2 a rotating disc in a disc drive, the head suspension mounted to an actuator for controllably  
3 moving the head assembly radially over the surface of the disc, the head suspension  
4 comprising:

5 a gimbal portion for mounting the head assembly and providing compliance in  
6 roll and pitch axes of the head assembly;

7 a load beam portion for exerting a load force on the head assembly to encourage  
8 the head assembly toward the disc;

9 the gimbal portion and load beam portion being fixed in relation to each  
10 other and configured to provide static control of a flying height of  
11 the head assembly;

12 the gimbal portion further including bi-metal bending elements for dynamically  
13 controlling the flying height of the head assembly in accordance with  
14 radial position of the head assembly with relation to the disc.

1 20. A head suspension as claimed in Claim 19, wherein:  
2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams; and  
4 the bending elements are mounted on the gimbal beams.

- 1    21.    A head suspension as claimed in Claim 19, wherein:  
2            the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3            extending gimbal beams and a connecting cross member between distal  
4            ends of the gimbal beams; and  
5            the bending elements are mounted on the connecting cross member.
- 1    22.    A head suspension for mounting a head assembly in cooperative engagement with  
2    a rotating disc in a disc drive, the disc comprising a textured landing zone proximate its  
3    inner diameter and a data recording area, the head suspension mounted to an actuator for  
4    controllably moving the head assembly radially over the surface of the disc and into and  
5    out of engagement with data recording area and landing zone, the head suspension  
6    comprising:  
7            a gimbal portion for mounting the head assembly and providing compliance in  
8            roll and pitch axes of the head assembly;  
9            a load beam portion for exerting a load force on the head assembly to encourage  
10           the head assembly toward the disc;  
11           the gimbal portion and load beam portion being fixed in relation to each  
12           other and configured to provide static control of a flying height of  
13           the head assembly;  
14           the gimbal portion further including bi-metal bending elements for dynamically  
15           increasing the flying height of the head assembly as the head assembly is  
16           moved from engagement with the data recording area into engagement  
17           with the landing zone.
- 1    23.    A head suspension as claimed in Claim 22, wherein:  
2            the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3            extending gimbal beams; and  
4            the bending elements are mounted on the gimbal beams.

1 24. A head suspension as claimed in Claim 22, wherein:  
2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams and a connecting cross member between distal  
4 ends of the gimbal beams; and  
5 the bending elements are mounted on the connecting cross member.

1 25. A head suspension for mounting a head assembly in cooperative engagement with  
2 a rotating disc in a disc drive, the head suspension mounted to an actuator for controllably  
3 moving the head assembly radially over the surface of the disc, the head suspension  
4 comprising:

5 a gimbal portion for mounting the head assembly and providing compliance in  
6 roll and pitch axes of the head assembly;

7 a load beam portion for exerting a load force on the head assembly to encourage  
8 the head assembly toward the disc;

9 the gimbal portion and load beam portion being fixed in relation to each  
10 other and configured to provide static control of a flying attitude of  
11 the head assembly;

12 the gimbal portion further including piezo-electric bending elements for  
13 dynamically controlling the flying attitude of the head assembly in  
14 accordance with radial position of the head assembly with relation  
15 to the disc.

1 26. A head suspension as claimed in Claim 25, wherein:  
2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams; and  
4 the bending elements are mounted on the gimbal beams.

1 27. A head suspension as claimed in Claim 25, wherein:  
2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams and a connecting cross member between distal  
4 ends of the gimbal beams; and

5 the bending elements are mounted on the connecting cross member.

1 28. A head suspension for mounting a head assembly in cooperative engagement with  
2 a rotating disc in a disc drive, the head suspension mounted to an actuator for controllably  
3 moving the head assembly radially over the surface of the disc, the head suspension  
4 comprising:

5 a gimbal portion for mounting the head assembly and providing compliance in  
6 roll and pitch axes of the head assembly;

7 a load beam portion for exerting a load force on the head assembly to encourage  
8 the head assembly toward the disc;

9 the gimbal portion and load beam portion being fixed in relation to each  
10 other and configured to provide static control of a flying height of  
11 the head assembly;

12 the gimbal portion further including piezo-electric bending elements for  
13 dynamically controlling the flying height of the head assembly in  
14 accordance with radial position of the head assembly with relation to the  
15 disc.

1 29. A head suspension as claimed in Claim 28, wherein:

2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams; and

4 the bending elements are mounted on the gimbal beams.

1 30. A head suspension as claimed in Claim 28, wherein:

2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams and a connecting cross member between distal  
4 ends of the gimbal beams; and

5 the bending elements are mounted on the connecting cross member.

1 31. A head suspension for mounting a head assembly in cooperative engagement with  
2 a rotating disc in a disc drive, the disc comprising a textured landing zone proximate its

3 inner diameter and a data recording area, the head suspension mounted to an actuator for  
4 controllably moving the head assembly radially over the surface of the disc and into and  
5 out of engagement with data recording area and landing zone, the head suspension  
6 comprising:

7 a gimbal portion for mounting the head assembly and providing compliance in  
8 roll and pitch axes of the head assembly;  
9 a load beam portion for exerting a load force on the head assembly to encourage  
10 the head assembly toward the disc;  
11 the gimbal portion and load beam portion being fixed in relation to each  
12 other and configured to provide static control of a flying height of  
13 the head assembly;  
14 the gimbal portion further including piezo-electric bending elements for  
15 dynamically increasing the flying height of the head assembly as the head  
16 assembly is moved from engagement with the data recording area into  
17 engagement with the landing zone.

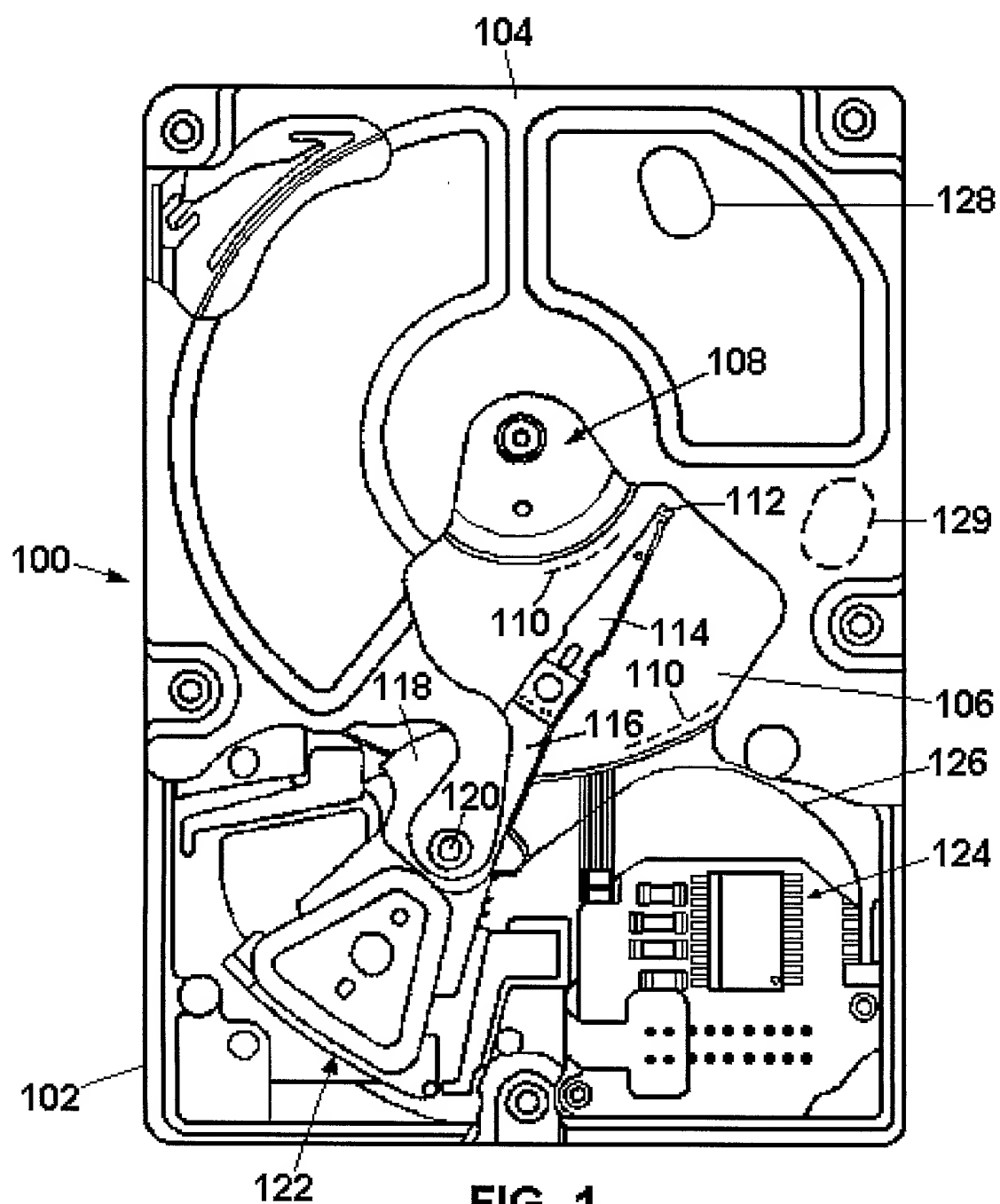
1 32. A head suspension as claimed in Claim 31, wherein:  
2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams; and  
4 the bending elements are mounted on the gimbal beams.

1 33. A head suspension as claimed in Claim 31, wherein:  
2 the gimbal portion further comprises a pair of laterally disposed, longitudinally  
3 extending gimbal beams and a connecting cross member between distal  
4 ends of the gimbal beams; and  
5 the bending elements are mounted on the connecting cross member.

## ABSTRACT

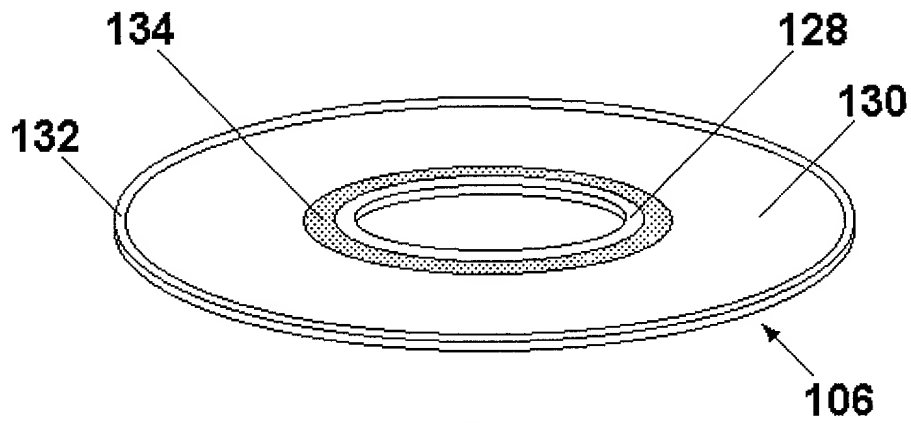
A head suspension mounts a head assembly in a disc drive. The head suspension includes controllable bending elements on the gimbal portion of the head suspension which allow dynamic control of the flying attitude of the head assemblies, and thus the flying height. In a first embodiment, the control elements are bi-metal features that utilize differential thermal expansion to control the flying attitude. In a second, and presently preferred, embodiment, the control elements are piezo-electric elements which provide bi-directional control of associated elements of the gimbal portion of the head suspension. In another aspect, the controllable bending elements are used to increase the flying height of the head assembly as the head assembly is moved from the data recording area of the disc into engagement with a textured landing zone.

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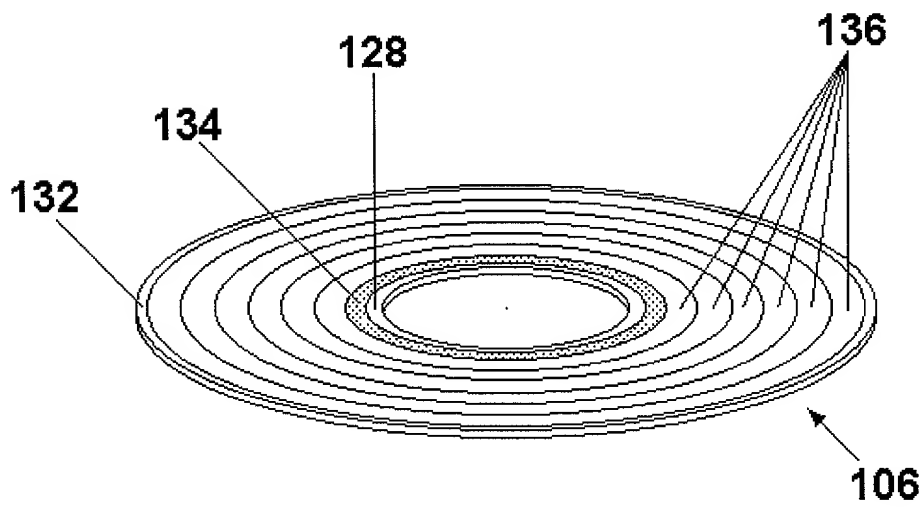


**FIG. 1**  
**(Prior Art)**

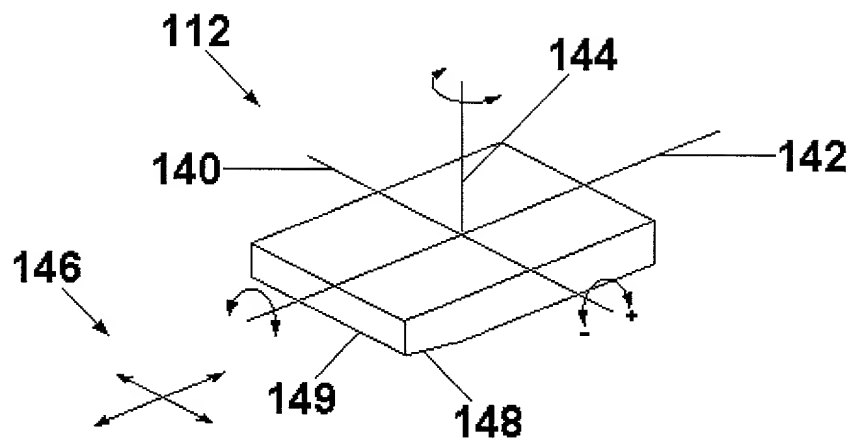




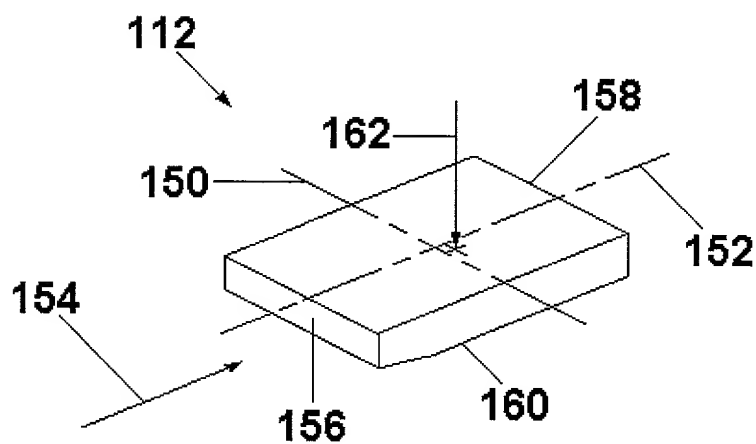
**FIG. 2**  
**(Prior Art)**



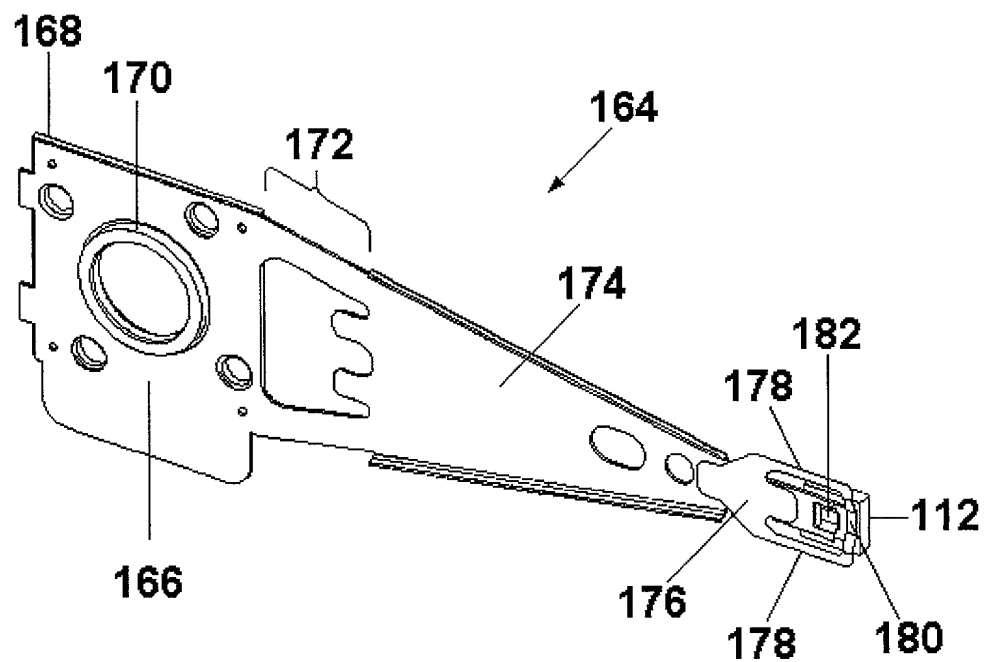
**FIG. 3**  
**(Prior Art)**



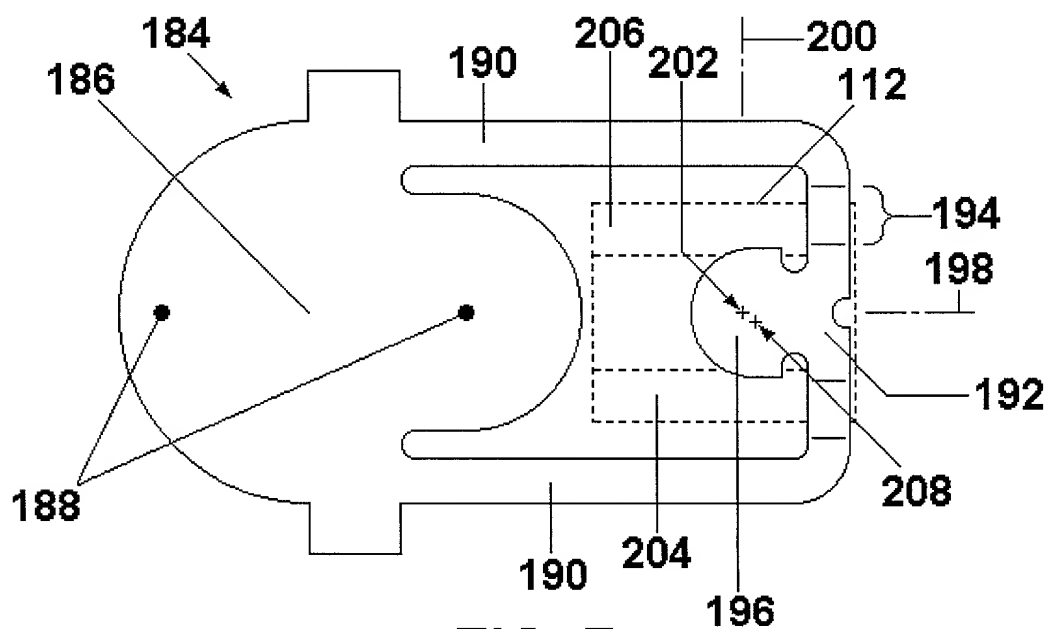
**FIG. 4**  
**(Prior Art)**



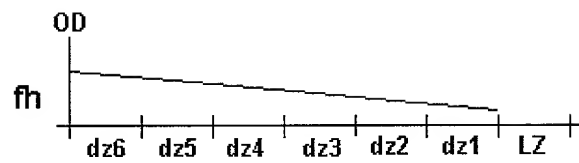
**FIG. 5**  
**(Prior Art)**



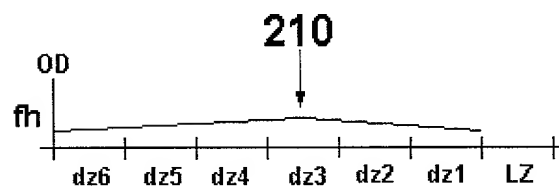
**FIG. 6**  
(Prior Art)



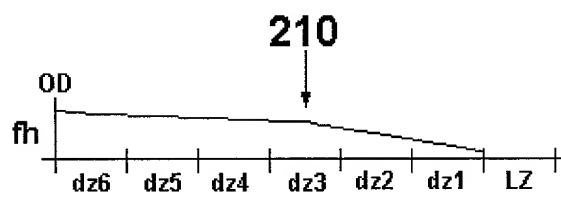
**FIG. 7**  
(Prior Art)



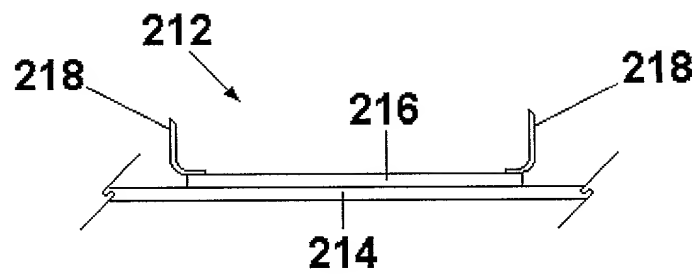
**FIG. 8 (Prior Art)**



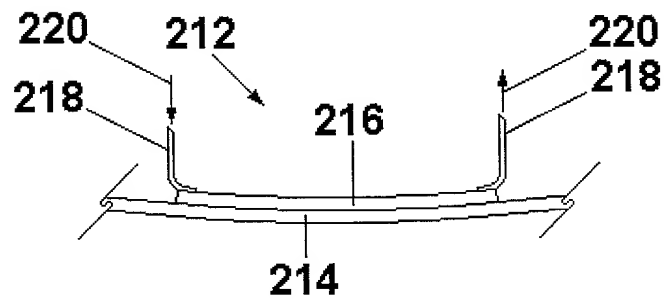
**FIG. 9 (Prior Art)**



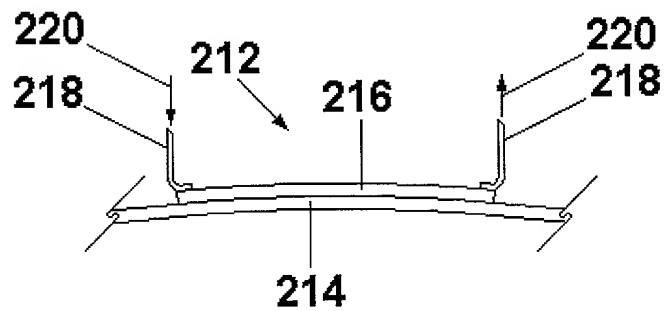
**FIG. 10 (Prior Art)**



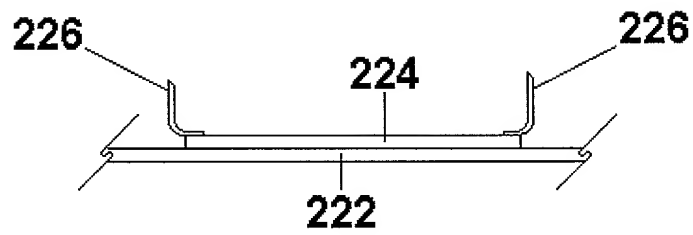
**FIG. 11 (Prior Art)**



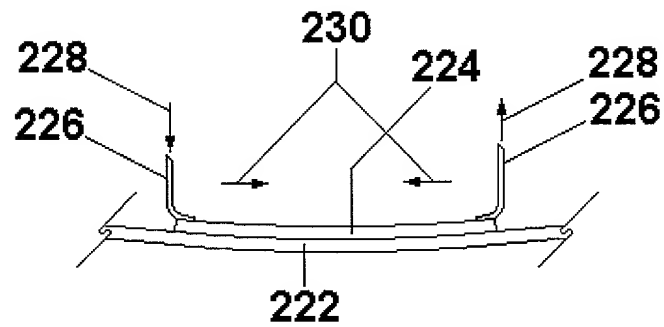
**FIG. 12 (Prior Art)**



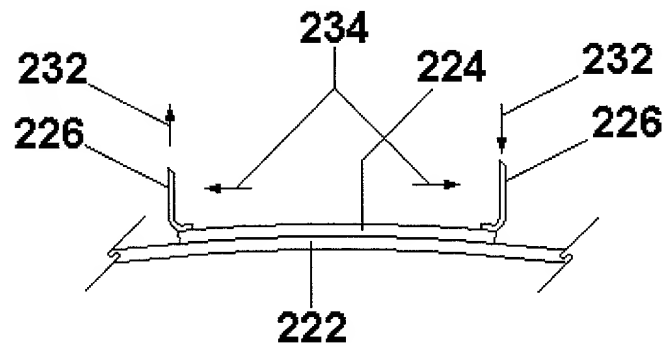
**FIG. 13 (Prior Art)**



**FIG. 14 (Prior Art)**



**FIG. 15 (Prior Art)**



**FIG. 16 (Prior Art)**



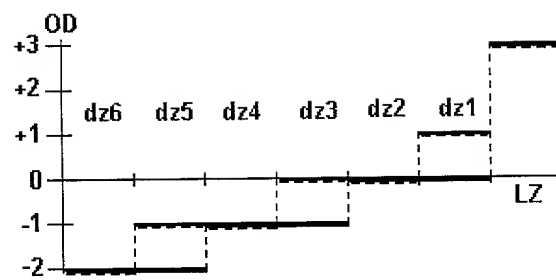


FIG. 19





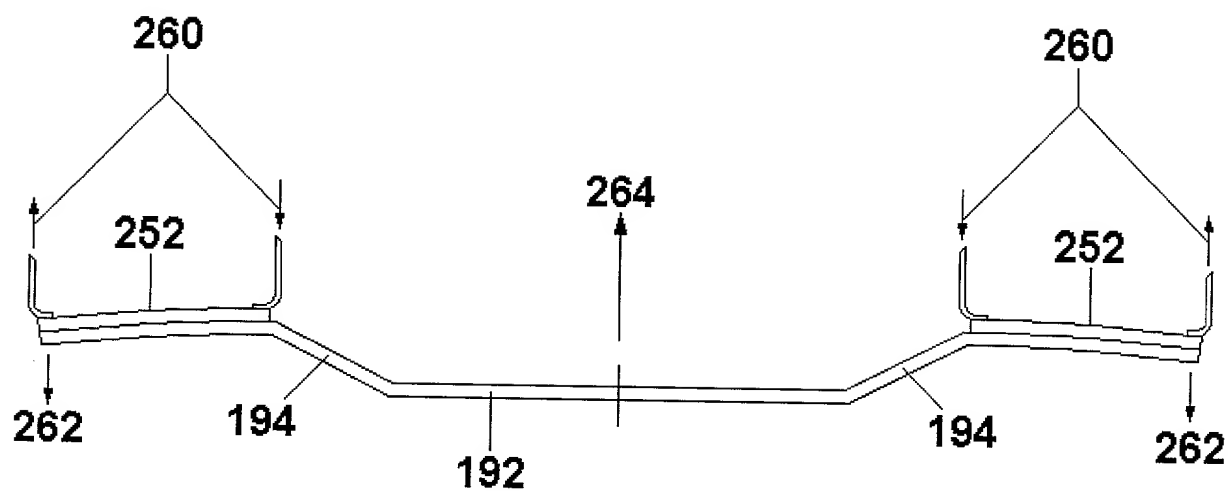


FIG. 22

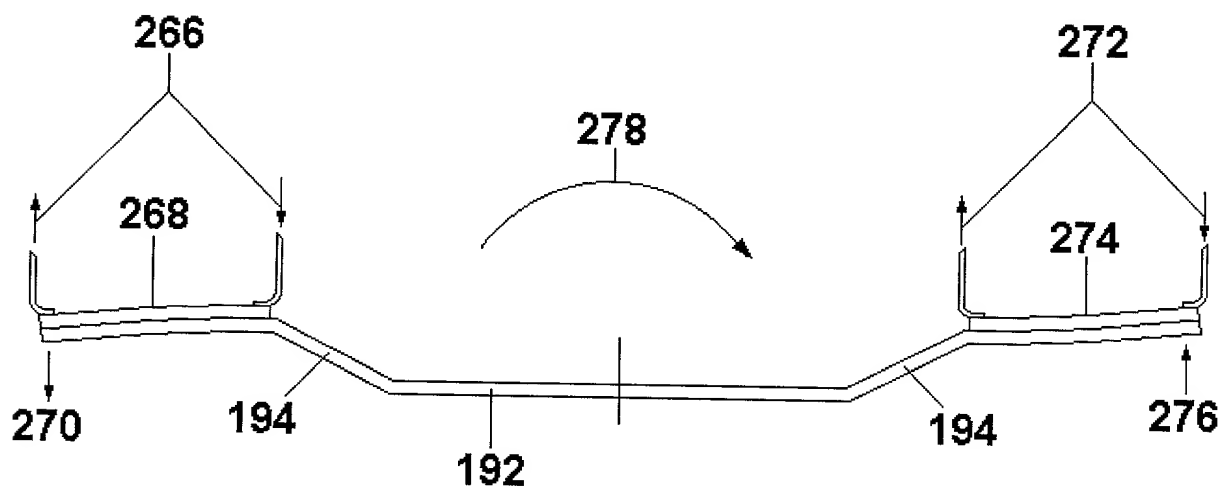


FIG. 23

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PTO/SB/01 (12-97)

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<b>DECLARATION FOR UTILITY OR DESIGN PATENT APPLICATION</b> (37 CFR 1.63)	<b>Attorney Docket Number</b>	SEA 9168
	<b>First Named Inventor</b>	Jason Wayne Riddering
	<b>COMPLETE IF KNOWN</b>	
	<b>Application Number</b>	Not Assigned
	<b>Filing Date</b>	June 9, 2000
	<b>Group Art Unit</b>	Not Assigned
	<b>Examiner Name</b>	Not Assigned

☒ Declaration Submitted with Initial Filing      OR      ☐ Declaration Submitted after Initial Filing (surcharge (37 CFR 1.16 (e)) required)

As a below named inventor, I hereby declare that:

My residence, post office address, and citizenship are as stated below next to my name.

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled:

"Dynamic Flying Attitude Control Using Augmented Gimbal"

the specification of which  
☒ is attached hereto  
OR  
☐ was filed on (MM/DD/YYYY) [ ] as United States Application Number or PCT International

Application Number [ ] and was amended on (MM/DD/YYYY) [ ] (if applicable).

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims, as amended by any amendment specifically referred to above.

I acknowledge the duty to disclose information which is material to patentability as defined in 37 CFR 1.56.

I hereby claim foreign priority benefits under 35 U.S.C. 119(a)-(d) or 356(b) of any foreign application(s) for patent or inventor's certificate, or 356(a) of any PCT international application which designated at least one country other than the United States of America, listed below and have also identified below, by checking the box, any foreign application for patent or inventor's certificate, or of any PCT international application having a filing date before that of the application on which priority is claimed

Prior Foreign Application Number(s)	Country	Foreign Filing Date (MM/DD/YYYY)	Priority Not Claimed	Certified Copy Attached?	
				YES	NO
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

☐ Additional foreign application numbers are listed on a supplemental priority data sheet PTO/SB/02B attached hereto.

I hereby claim the benefit under 35 U.S.C. 119(e) of any United States provisional application(s) listed below.

Application Number(s)	Filing Date (MM/DD/YYYY)	
60,138,691	06/11/99	<input type="checkbox"/> Additional provisional application numbers are listed on a supplemental priority data sheet PTO/SB/02B attached hereto.

[Page 1 of 2]

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Please type a plus sign (+) inside this box → ☐

PTO/SB/01 (12-97)  
Approved for use through 9/30/00. OMB 0651-0032

Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE  
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## DECLARATION — Utility or Design Patent Application

I hereby claim the benefit under 35 U.S.C. 120 of any United States application(s), or 365(c) of any PCT international application designating the United States of America, listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States or PCT International application in the manner provided by the first paragraph of 35 U.S.C. 112, I acknowledge the duty to disclose information which is material to patentability as defined in 37 CFR 1.56 which became available between the filing date of the prior application and the national or PCT international filing date of this application.

U.S. Parent Application or PCT Parent Number	Parent Filing Date (MM/DD/YYYY)	Parent Patent Number (if applicable)

☐ Additional U.S. or PCT international application numbers are listed on a supplemental priority data sheet PTO/SB/02C attached hereto.

As a named inventor, I hereby appoint the following registered practitioner(s) to prosecute this application and to transact all business in the Patent and Trademark Office connected therewith:

☐ Customer Number

OR

☒ Registered practitioner(s) name/registration number listed below

Place Customer  
Number Bar Code  
Label here

Name	Registration Number	Name	Registration Number
Edward P. Heller, III	29,075	Shawn P. Dempster	34,321
Raghunath S. Minisandram	38,683		
Jonathan Olson	41,231		

☐ Additional registered practitioner(s) named on supplemental Registered Practitioner Information sheet PTO/SB/02C attached hereto.

Direct all correspondence to: ☐ Customer Number or Bar Code Label ☒ Correspondence address below

Name	Edward P. Heller, III				
Address	Seagate Technology, Inc.				
Address	P.O. Box 66360, 920 Disc Drive				
City	Scotts Valley	State	CA	ZIP	95067-0360
Country	USA	Telephone	(831) 439-7297	Fax	(831) 438-1290

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under 18 U.S.C. 1001 and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

Name of Sole or First Inventor: ☐ A petition has been filed for this unsigned inventor

Given Name (first and middle [if any])	Family Name or Surname
Jason Wayne	Riddering

Inventor's Signature	<i>Jason Wayne Riddering</i>			Date	5/24/2000		
Residence: City	Prior Lake	State	MN	Country	USA	Citizenship	USA
Post Office Address	15188 Fairlawn Shores Tr. SE						
Post Office Address							
City	Prior Lake	State	MN	ZIP	55372	Country	USA

☒ Additional inventors are being named on the 1 supplemental Additional Inventor(s) sheet(s) PTO/SB/02A attached hereto

Please type a plus sign (+) inside this box → +

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PTO/SB/02A (3-97)  
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## DECLARATION

## ADDITIONAL INVENTOR(S) Supplemental Sheet

Page 1 of 1

Name of Additional Joint Inventor, if any:

☒ A petition has been filed for this unsigned inventor

Given Name (first and middle [if any])

Family Name or Surname

Markus Erwin

Mangold

Inventor's  
Signature

Date

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Name of Additional Joint Inventor, if any:

☐ A petition has been filed for this unsigned inventor

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Family Name or Surname

Zine-Eddine

Boutaghou

Inventor's  
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Name of Additional Joint Inventor, if any:

☐ A petition has been filed for this unsigned inventor

Given Name (first and middle [if any])

Family Name or Surname

Inventor's  
Signature

Date

Residence: City

State

Country

Citizenship

Post Office Address

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City

State

ZIP

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## DECLARATION

## ADDITIONAL INVENTOR(S) Supplemental Sheet

Page 1 of 1

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Zine-Eddine

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+

# POWER OF ATTORNEY

Attorney Docket No.  
**SEA 9168**

Inventor(s): Jason Wayne rRddering, Markus Erwin Mangold and Zine-Eddine Boutaghou

Title: "Dynamic Flying Attitude Control Using Augmented Gimbal"

In the patent application:

- ☒ attached hereto,  
☐ filed on \_\_\_\_\_ as application Serial No. \_\_\_\_\_

I appoint the following attorneys to prosecute the patent application identified above and to transact all business in the Patent and Trademark Office connected therewith:

Edward P. Heller, III	Reg. No. 29,075
Raghunath S. Minisandram	Reg. No. 38,683
Shawn B. Dempster	Reg. No. 34,321
Jonathan Olson	Reg. No. 41,231

I ratify all prior actions taken by Seagate Technology, Inc., or the attorneys and agents mentioned above in connection with the prosecution of the above-mentioned patent application.

I authorize Seagate Technology, Inc. to mark the appropriate space above and to insert the filing date and Serial No. of the application, as appropriate.

I authorize the U.S. attorneys named herein to accept and follow instructions from Edward P. Heller, III and any person of the Intellectual Property Department of Seagate Technology, Inc. as to any action to be taken in the Patent and Trademark Office regarding this application without direct communication between the U.S. attorney and the undersigned. In the event of a change in the persons from whom instructions may be taken, the U.S. attorneys named herein will be so notified by the undersigned.

Please address all correspondence and telephone calls to Edward P. Heller, III in care of:

SEAGATE TECHNOLOGY, INC.  
Intellectual Property Department  
920 Disc Drive, M/S 15-7  
Scotts Valley, California 95066  
Phone: (831) 439-7309 Fax: (831) 438-1290

The undersigned (whose title is supplied below) is empowered to sign this statement on behalf of the assignee.

Date: June 9, 2000

SEAGATE TECHNOLOGY, INC.

By: Edward P. Heller, III  
Edward P. Heller, III  
Patent Counsel

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